



I had flown 94 miles and only came  
25th. I landed on my knees and said  
'Thank God it's all over'

Johnny Carr, left,  
speaking after the  
Owens Valley got the  
better of the British

Magazine of the British Hang Gliding Association

AUGUST 16, 1982



# Wings!

Lillywhites

How to get  
sponsorship  
See p27





Brent with his £1,000 cheque

picture Barry Blore

## Brent's £1000 birthday surprise

BRENT Bancroft got a real birthday surprise when he won the £1,000 first prize in the BHGA annual draw.

As Brent, a BHGA member for two years, celebrated his birthday at RAF Headley Court, Surrey, retiring secretary Chris Corston was just

### Parking charges increase

THE South East Wales Club regrets the parking charge at Pandy has been increased to £1.00, apparently following a recommendation to Mrs. Clayton from a visiting flyer!

Parking is in the farm-yard only, or as directed by the Claytons. The club requests that in future all negotiations concerning this particularly sensitive site are left to them.

Bottom landings are strictly emergency now, so please do not take-off if you expect to go down. Please check the site information board on arrival.

### Towing probe

Gerry Stapleton, charged with compiling a full report on tow launching after the death of Brian Wooltorton, has completed his investigations and his findings are expected to be published shortly.

drawing his winning ticket. He hopes to spend the money on a hang gliding course.

BARRY BLORE writes: "This year's Draw was the most successful to date, raising approximately £3,000 for Central Funds. For those that purchased or sold tickets, on behalf of the association, please accept my sincere thanks.

"I must say, however, that if we had had 100 per cent participation we could have generated an extra £15,000 income.

"Obviously 100 per cent support is going to be my unattainable objective in the future. I would welcome constructive comments and ideas on how to make next year's draw even more successful."

### Europe teams

The British team for next month's European championships at Millau in France is Robert Bailey (captain), Bob Calvert, Mike McMillan, Michael Carnet, Johnny Carr and Tony Hughes. Manager: Len Hull.

Bob Harrison captains the team going to the Sansicario Trophy in Italy. Other members are: Richard Iddon, John Fennell, Chris Johnson, Trevor Birkbeck, Mark Silvester, Allan Smith and Peter Waterworth.

Also competing are Jenny Ganderton, Darren Arkwright and John Pendry.

# Cockers joins Hiway

ACE glider tuner Keith Cockcroft has joined the Hiway team working on a new machine to replace the ill-fated Alien.

Details of the glider are still sketchy but the latest word is the 150-degree nose angle kite is not far from production.

While the team are understandably reluctant to shout too loud about their product all the signs are they are sitting on a highly original high performance design.

### Cloth

Test pilot Chris Johnson was enthusiastic about the speed and handling of the 37ft. span design from Miles Handley, the man who gave hang gliding the Gulp and the Gryphon, also revolutionary gliders in their time.

Secret of the glider, as yet unnamed, lies in an internal control mechanism but, said Chris, "it has not got lots of knobs and levers — the mechanisms invented are automatic".

He said the glider rigged "very much like a Demon" and the team was looking forward to steady north-

erlies to conclude the test programme as Wings! went to press.

The glider will use Aqua Dutch sail cloth imported via Sigma Fabrics, a new Terylene to replace the Windmaster sail cloth no longer available since the Crewe-based company went into liquidation.

Hiway is well-pleased with the fabric and the company has already sponsored Chris with a new Demon.

Optimism about the glider is shared by Hiway boss John Ievers who said: "They are making progress in leaps and bounds on it."

He said it was now unlikely Hiway would take up its option to manufacture the Alien on which designer Bill Payne has been working freelance.

Hiway also claims to have been relatively unaffected by the recent aluminium shortage because of the company's policy of buying from a variety of suppliers throughout Europe.

## Glider stolen

A UNIQUE prototype glider has been stolen overnight from the garden of BHGA training officer Bob Harrison.

The white Magic 1.5 with orange under-surface and leading edges incorporates the Magic I 165 nose angle with a Magic II sail cut and Mylar tips.

The glider carries no manufacturer's serial number but has an Airwave Comet sticker on the keel. It was on loan from Airwave while Bob's Magic II was in for repair. It was stolen on the night of July 21 from Shelfield Lane, Norden, Rochdale.

Earlier this year, Scottish flier Jes Flynn had his Typhoon stolen after an XC — and Phil Blakeney had his Sigma stolen from outside a Leeds pub. Despite the obvious risk, BHGA insurance adviser Reggie Spooner says only about 250 pilots have their kites insured. More may be covered by their own household policies.

While Reggie says there is no direct evidence of increased theft, pilots should remember that the microlight industry has greatly increased the potential market for stolen wings at a time when a high unemployment means a lot of people are into easy theft.

## Feast of flying

THE Scottish Federation is intent on providing a feast of hang gliding competition in the middle of next summer. After discussions at this year's events, the plans for next year are:

- Celtic Cup — July 2/3/4
- Scottish Open — July 8/9/10, both to be held around Cairnwell Mountain, Glenshee.

We hope this early notification will enable anyone who is interested (and who qualifies, in the case of the Celtic Cup) to make suitable notes in their 1983 diaries, and to book up the odd days of holiday they might need to reserve.

And we hope it will avoid any double bookings for those dates, and competition clashes.

Robin Smith,  
Secretary, SHGF

## Tubing shortage

A SHORTAGE of aluminium tube badly hit some manufacturers during the Falklands crisis, bringing glider delivery delays.

Mike Peters, marketing manager for British Aluminium Extrusions, said the problem was partly due to urgent orders from the Ministry of Defence for alloy for torpedoes and missile launchers.

With the manufacturing process taking about six weeks, the effects of the hold-up were felt for some time after the end of hostilities.

But on a brighter note, Mr. Peters said the company was arranging for a new Birmingham stockist geared to supplying the growing hang gliding and microlight industry.



# Wings!

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*Additional sub-editing by Martin Robinson.*

Cover picture shows Mark Junak over Cornizola, northern Italy, on his Hiway Demon at the Lariano Triangle comp.

**Pages 4-5** — It was just like old times at the third League in Mid-Wales when Graham Hobson, Robert Bailey, Bob Calvert and Ronnie Freeman took the first four places. TIM WILLIAMS reports.

**Page 7** — IAN TROTTER on airmanship

**Pages 8-9** — Airmail

**Pages 10-12** — JOHN HUDSON conducts the inquest into the disappointing British performance at Owens Valley.

**Page 14** — French Connections. News

**Pages 14-15** — DIANE HANLON looks at last year's accident figures.

**Pages 16-17** — Cosmopolitan. Mainair prize Crosstubeword.

**Page 19** — Hang gliding in the Arctic heat. RORY CARTER.

**Pages 20-21** — Power section.

**Page 22** — Sites latest.

**Page 23** — Gyr test flight report in Glider Which?

**Pages 24-25** — XC news including reports on 9,500ft. wave flight.

**Page 27** — NOEL WHITTALL tells how to get sponsorship.

**Page 28** — Classified section starts.

**Pages 30-31** — More news.

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## Mamta is born

### Southern coach

DAVE Clayton is acting as coach for the Southern club while Eddie Horsfield recovers from a broken leg suffered in an accidental parachute deployment and has begun his task by arranging for the instatement of extra observers.

He sends the following message to fliers visiting southern sites:

"Before any P1 or above, with limited experience, flies our sites, please contact me personally on the hill, or one of our observers for a chat.

"Our sites, as do all sites, suffer some odd behaviour at times. We know them, you may not!! Always ask at a new site about peculiar conditions, top landings rotors etc.

"We don't want some poor pilot plastered into the Dyke's north bowl because he got low in WNW and didn't realise it gets turbulent in there.

"P.S. I'm the one in the silly T-shirts, loud jumper and things, driving a Toyota Hi-ace or flying a Typhoon, 'S' and I've got a blue harness with a union jack on it just like Johnny Carr's."

*Dave Clayton  
01-642-0630*

**MAMTA** — the Micro-light Aircraft Manufacturers' and Traders' Association — is the new body representing companies having an interest in manufacturing or supplying microlight goods or services.

The new association — formed in Birmingham in June — will be responsible for standards of product manufacture, flight training procedures and general business management. Membership is open to all registered businesses meeting certain requirements, and it is hoped that before long, membership of the association will be synonymous with sound reliable products and services offered by sound reliable companies.

The 27 people present elected J. Faulkner as chairman and Greg Stokes as acting secretary.

All people involved commercially in microlight flight are urged to contact: J. Faulkner at 32, Brownhills Road, Norton Canes, Cannock, Staffs, for further details.

# Milton quits

BRIAN Milton, the man who founded the British hang gliding league, retired from the competition during the third League in Mid-Wales.

His departure marked the sad end to years of effort given by Brian to British competition

flying. But the former Wings! editor and competitions committee chairman said he felt he had no alternative but to resign after his honorary League membership was called into question in Competitions Committee because of his decision to coach the US team at the American Cup.

He told Wings! that notwithstanding the committee's decision to maintain his honorary position, the fact that it could again be called into question in the future placed him effectively "on probation".

## High

"What if the Americans or the Brazilians asked me again? I can't live with this threat hanging over me."

But Brian's League career did end on a high note... on his first ever "real cross-country" he beat Bob Calvert by flying 13½km.

"Johnny Carr told me to stay with him and he took me cross-country. I was so chuffed — really turned on.

"I wanted to go out on an up rather than a down and I thought it was a wonderful last day. I was very grateful to Johnny."

Brian is meanwhile working on a number of other hang gliding projects and will remain a prominent face on the flying scene at home and abroad.

Working with the Americans — a step he took when he was not offered the British coach's job — remains a possibility and the fact that the Americans may be looking for a meet organiser for the next American Cup should not be overlooked.

BHGA chairman Roy Hill pays tribute to Brian next month.



Brian Milton

# Windsports blow

**RYEDALE district council is taking enforcement action to close John Hollings's Windsports centre at Wombledon airfield, North Yorkshire.**

John's solicitors have lodged an appeal against the decision which follows months of wrangling with the authority.

Councillors first granted permission for the windsports and microlight centre subject to certain conditions. But the decision was reversed before the conditions were formally ratified.

District Secretary and Solicitor Christopher West said the change of heart was due to

"the experience of what actually happens" and "increased anxiety about the conflict with low flying military aircraft".

The issue will now go to a public inquiry where Mr. West hoped there would be a "fairly senior" inspector.

That inspector may well take the view that the question of air traffic control is not within the compass of the district council.

Meanwhile, John is keeping a low profile and says he is anxious to play the matter by the book. His operations are unaffected pending the hearing which is unlikely to take place for several months.



# Triumph for the

## *It's Hobson Bailey Calvert at 'Owain's Valley'*

By Tim Williams

THE Manufacturers fly-in in March prompted League pilots who attended to suggest to competitions committee that the third League be held in the Mid Wales Club area.

The "organisation" swung into action; Pat Laverty and Rod Lees contacted site owners to explain that they were to be "set upon" by an unprecedented number of H.G. pilots with their cars, kit, and other paraphernalia.

All suprisingly agreed, perhaps because of Pat's gentle Irish persuasion! Headquarters were set up at The Bay Hotel on the sea front in Aberystwyth.

July 17 saw a briefing outside the bandstand at Aberystwyth and perhaps the biggest H.G. convoy ever winding its way to Cemmaes.

### Day One

**Site...** Cemmaes Mountain — 800ft. peaking 1,486 feet above sea level.

**Weather...** Dull, overcast. Wind 8-11 mph, S.W. Cloudbase — 1,600'-2000' A.S.L. Occasional drizzle and light rain. Thermal activity nil at site.

**Task...** Open cross-country.

The usually easy drive to the top (easy for Rod's van that is!) was prevented due to recent heavy rain. A relatively easy climb took most pilots three quarters of the way to the top to rig and lob off here.

Most pilots got off to an early start, realising conditions weren't likely to improve. Two groups emerged, the larger turning south after take-off, milling around at the south end of the ridge waiting to make the break from the hill. The lack of thermic aid meant that the hoped-for lift from the smaller ridges and spurs downwind never really materialised. A straight run down the A470 of around five miles was all that was possible.

The Time-Warp recovery system meant that most pilots in this group were picked up within ten minutes of landing.

The smaller group headed north up the ridge with Calvert in the lead. The run up to Mallwyd is relatively easy and gave one a five mile start mostly in ridge lift. The gap at Mallwyd wasn't easy to cross today and Calvert and Bailey landed out after trying hard. Luck and judgement allowed for Graham Hobson, Trevor Birkbeck, Tony Hughes and Ronnie Freeman to make the crossing onto ridges further northeast. This took them a frustrating two hours!

The run from Mallwyd is up "Owain's Valley"



### Second-placed Bob Calvert lines up a landing

(Owain Glyndwr was the founder of the Welsh Parliament). Every bit as nasty as the later Yank version, this 1,100' deep gorge is ROUGH. The end of the valley is an obstacle few would try to cross. Hobson grabbed a weak thermal and disappeared over the top, squeaking between cloudbase and the rocks.

The next valley runs up to Bala and provides a few more miles. Ronnie Freeman and Tony Hughes were forced to land on the small plateau right beside a rare geographic feature called a road.

Trevor Birkbeck had an adventurous few minutes flying up the gorge to the narrow end, where he found himself below the top in exceedingly trashy air with no room to turn round and get out. Trevor does a "fly on the wall landing" on a 75 degree scree slope. Glider turns over and with pilot starts the slide to the bottom. Salvation appears in the shape of two old ladies who give moral support, and a hiker who scrambles down to Trevor's aid.

Rod Lees goes down to rescue Trevor's helmet which has rolled 800 feet down into the stream at the bottom!

"Bottle" Trevor said later conditions were so horrible he just hung on. "I should have waited for a smooth patch and climbed over the top, there was patchy lift. I should have

kept at it but bottled out."

Trevor's hard won 86 points with 17 km is surpassed by Ronnie Freeman with 17.75 km, Tony Hughes with 17.5 km, and Graham Hobson who wins the day with 20.75 km. Graham's form was to stay good for the rest of the Comp.

### Day Two

**Site...** Rhiw Gam - 1,200 feet.

**Weather...** 2-3 mph N or NE drift. Cloud base 3,000' to 4,000'. Light sea breeze developing after 2.30pm. making flow NW in the valleys.

**Task...** Open cross-country.

The day started with hot sunshine and a reasonable N.E. wind, but by the time everyone had got to the site the sea breeze was affecting conditions and the wind on the hill dropped. Thermal activity was weak and patchy.

There wasn't enough ridge lift to keep up to look for thermals but one after another Bailey, Hobson and Calvert got away from the ridge in weak thermals, heading south east. The large cumulus cloud over the mountain caused problems and Trevor Birkbeck commented: "There were six pilots in there at times, — it seemed pretty silly to me".



# 'Old Guard'

Rob Bailey, who finished second in this task takes up the story... "I was lucky to get into a reasonable thermal that enabled me to get away. I managed 4,000' on that one. There was a weak sea breeze low down and I think this killed off anything that would have helped. It was hard work and for the first ten miles I was at hilltop level. It was working the same as Lachens and I just looked for the sunny faces and sides of valleys.

"The sea breeze had pushed about 12 miles inland. I saw Mark Silvester land down by the A44. By this time Graham Hobson had joined me in the murk over a forest about five miles from the hill. A few miles later, Calvert makes it a trio.

"The lift starts to work after we pass Devil's Bridge and we manage to stay at around 4,000 for the next ten miles or so. Calvert hung back. Later, as we come within sight of Buihth-Wells, he lands after 20 miles or so.

"I can't say I was sorry to see him go. Hobson and myself were within shouting distance most of the time and the crunch point for me came when we hooked a nice one over this bald-topped hill, I shouted 'go for it' to Graham... and he did.

"I hung back a bit and although I managed 4,000', Graham got to cloudbase and made

the extra 11 miles or so. I landed at Cross-gates."

Hobson, Bailey and Calvert end up with 133.33, 118 and 104.72 points respectively, with Hobson's distance 45.2km.

## Day Three

**Site...** Fairborne

**Weather...** Weak NW sea breeze.

**Task...** Duration and spot landing on beach.

Basking in the sun on the beach with chief marshal Graham Deegan, surrounded by scantily-clad holidaymakers makes this the most enjoyable day of the comp.

Everyone waits hoping for the sea breeze to pick up... it doesn't.

Some interesting flying from wind-dummy Dave Clayton ends up with the only perfect spot of the task. This prompts him to make the announcement... "As Southern club coach I'll give free tuition on spot landing technique to any league pilot."



Michael Carnet hits the spot

Turn to P.32

Pictures by Norman Lomax



Robert Bailey, watched by Mike McMillan, gives it wellie



OK for Rod's van!



Concentration: Jim Brown



## Positions

Psn.	Pilot	Glider	Tsk.1	Aft.2	Aft.3	Overall Tot. and Psn.
1	Hobson	Azur*	100	300	348	1,103 (2)
2	Bailey	Magic	32	215	295	986 (4)
3	Calvert	Azur*	59	227	291	1,234 (1)
4	Freeman	Typhoon	90	166	246	680 (21)
5	Ellison	Comet	46	156	236	817 (10)
6	Birkbeck	Typhoon	86	166	198	736 (17)
7	Fennell	Typhoon	35	148	196	545 (27)
8	Waterworth	Typhoon	61	123	187	751 (14)
9	Hughes	Magic*	88	185	185	1,062 (3)
10	Silvester	Azur*	12	102	182	943 (6)
11	Higgins	Demon	77	116	180	329 (42)
12	Huddleston	Magic	26	97	177	744 (16)
13	Southall	Typhoon	46	151	167	760 (= 12)
14	Brown D.	Typhoon	28	130	162	863 (7)
15	Richards	Typhoon	33	76	160	411 (35)
16	Harrison	Magic	18	70	150	620 (23)
17=	Stirk	Typhoon	65	101	149	760 (= 12)
	Iddon	Typhoon	36	85	149	542 (28)
19	Slater	Magic	66	83	147	797 (11)
20	Carr	Magic*	78	114	146	595 (25)
21	Wilson	Magic	52	97	145	850 (8)
22	Atkinson	Typhoon	38	64	144	401 (36)
23	North	Typhoon	77	94	142	386 (37)
24=	Goad	Magic	26	83	131	498 (3)
	Leason	Typhoon	50	67	131	830 (9)
26	Bluett	Magic	29	50	130	495 (31)
27	McMillan	Magic	42	95	127	964 (5)
28	Bell	Demon	21	62	126	615 (24)
29	Hull	Magic	24	76	124	724 (18)
30	Hudson	Typhoon	17	43	123	356 (38)
31=	Harvey	Typhoon	58	122	122	492 (32)
	Carnet	Magic	54	90	122	711 (= 19)
33	Carson	Comet	12	48	112	432 (34)
34	Brown J.	Magic	50	59	107	659 (22)
35	Johnson	Demon	46	69	101	488 (33)
36	Reynolds	Lightning	33	84	100	711 (= 19)
37	Smith	Comet	48	99	99	749 (15)
38	Walker	Demon	23	48	96	345 (4)
39	Hargreaves	Comet	48	68	84	560 (26)
40	Maher	Typhoon	19	42	74	506 (29)
41	Godden	Comet	23	31	63	350 (39)
42	Taylor	Demon	14	17	17	346 (40)
43	Asquith	Demon	-	-	-	249 (43)
44	Milton	Typhoon	-	-	-	(Rtrd. from League)

## Guests

Beer	Meteor	51	68		514 (46)
Zwysig	-	24	41	41	-

## Women

1	Ganderton	Magic	34	134	214	794 (1)
2	Winton	Comet	70	156	204	488 (2)
3	Simpson	Demon	86	127	191	420 (3)
4	Huxtable	Demon	100	141	141	399 (4)

\* Denotes Mylar glider





# TYRHOON'S

*Yes*  
✓



MANUFACTURER: SOLAR WINGS  
PHOTOGRAPHER: MARK JUNAK  
PILOT: JENNY GANDERTON





# Keep your distance!

(or ---- off!)

AT last year's Scottish Open I had an encounter with another glider which seemed dangerous. This was mentioned in Wings!, August 1981.

In November, Vince Hallam commented on this and made some wise observations which I'll repeat in a moment or two.

Flying recently, I felt forced to tell a pilot to "go away" — and these were not the words used.

The following day, flying with a different club on a different site, AGAIN I was forced into a situation where rude language was the mildest possible reaction.

If, despite Vince's advice, pilots are still flying dangerously close then there are to my mind three possible outcomes:

- a midair collision;
- a broken nose when the pilots next meet on the ground;
- a charge of dangerous flying.

Personally, I'm not prepared to tolerate the first and I'm fully prepared to supply the other two.

There is however a fourth option, expressed in the title of this piece.

The first of these incidents occurred on a gap-hopping exercise on a local site, a gap which has probably been crossed 100 times now. Mr. A. decided he'd follow me across, within a span of my upwind wing-tip.

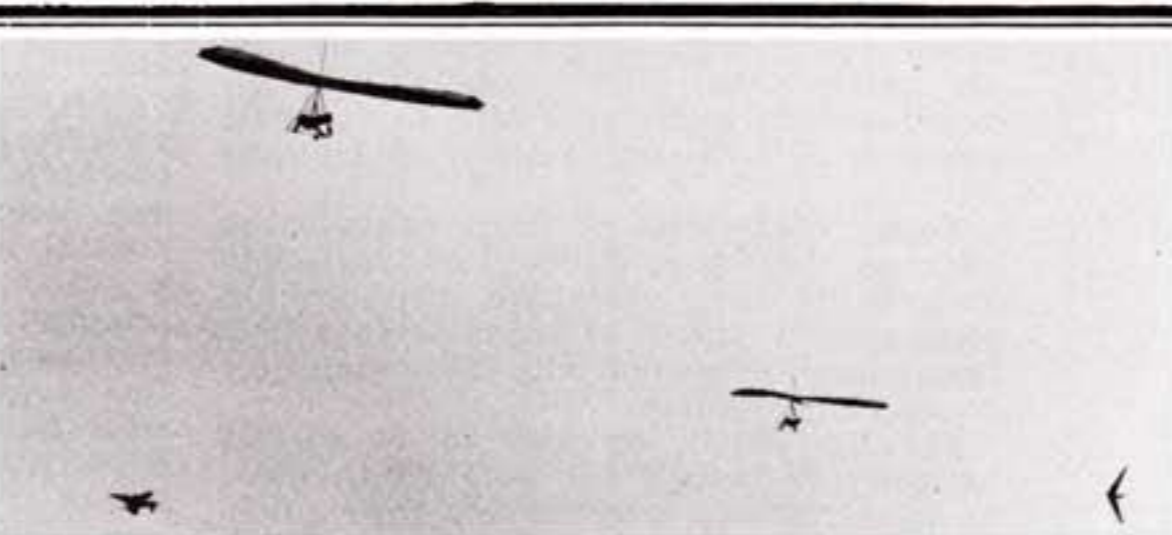
by Ian Trotter

As it happened (and how was he to know?) my roll-rate was poor because I was tuned for speed. What was I supposed to do if I got tipped towards him? Pray?

Suppose there was lift under the wing nearer him: was I supposed to ignore it and core sink? So he got the "... off" message (and I recommend it as being easily understood) and moved off to a full one-and-a-half spans, where he remained until I really got sick of it and turned a point or two towards him. What does the bold boy do then but go straight across my bows?

The second episode was different. In marginal ridge-lift and reasonable thermal, we were scraping head-on, with the hill on my left and Mr. B. maybe five feet lower. So I turn 180° right in plenty of time and what does this brave lad do but continue and overtake me underneath with five or ten feet clearance?

The excuse was that he was landing. He wasn't, for he took another three beats before he got in.



## Close encounters of the 600mph kind

THE above picture was taken by Barry Wilkinson at Semerwater during the American Cup when two USAF Phantoms flew through the pack on the ridge. Note how Bob Harrison, right, did a steeply-banked 360 to alert them.

Hang gliding movements were Notamed to RAF Leeming daily during the cup but then, as always, the danger remains of aircraft coming in to our ATZs low from distant bases.

It is tempting to ask "why bother with Notams?" One day a mid-air collision will happen and we as a small interest group may end up being scapegoats with the military authorities likely to press for more zones like the Highlands Restricted Area (see Wings! August 81 and January 82).

By making sure you Notam, you will strengthen our case the day the tragedy happens.

Stan Abbott

Boldness, aggression and a venturesome approach are fine in the right place: at a League, on a cross-country, in aerobatics, pushing the limits of high winds, low winds or turbulence.

If you really have to prove how macho you are, go do it that way and don't risk midairs.

Of the six people I can recall who've cut me up over the years, some more than once, none is particularly brilliant, so far as I can tell, at scraping close to the hill.

Why then are they so keen to fly close to a moving target? I hate to say it, but I'm almost forced to the conclusion that they're "playing chicken". If that's the case, they'd do the rest of us a great favour if they'd go into a corner and play with themselves.

Spleen over. Let's try and do something positive. The following points OF LAW are extracted and interpreted from Statutory Instrument 1981 No. 34, "The Rules of the Air and Air Traffic Control Regulations 1981", Rule 17, Rules for avoiding aerial collisions. These rules derive their legality from the Air Navigation Order, 1980 NOT from CAP 85.

1. An aircraft shall not be flown in such proximity to other aircraft as to create a danger of collision.
2. No formation flying unless by prior agreement.
3. An aircraft which is obliged by these rules to give way shall avoid going over or under the other aircraft or crossing under, or ahead of it unless well clear.
4. An aircraft which has right of way under these rules shall maintain its course and speed. (This is obviously a wise rule, but the measure of just how bad many supposedly expert hang glider pilots are is that it would often take a very brave flier to do this.)
5. Two aircraft head-on: or approximately so — both turn right.
6. Converging: the aircraft which has the other on its right shall give way.
7. Overtaking: the aircraft being overtaken has right of way and the other (whether climbing, descending or level) shall keep out of the way by turning right and shall stay out of the way until well past. A glider overtaking another glider in the UK may turn right or left. (This allows the overtaking glider to turn to the hill-side of the one being overtaken.)
8. Landing: an aircraft while landing or on final approach shall have the right of way over other aircraft in flight or on the ground. ("Final approach" does not include scraping up the hill to get in on top.)
9. Two or more aircraft landing: the lower aircraft has right of way but shall not cut in.

On the question of whether "converging" or "overtaking" applies, the CAA advises that

the ICAO standard states that if the angle between the tracks is 70° or more, they are to be regarded as converging; otherwise the one approaching the other from the rear is overtaking.

In addition to legal obligations, there are BHGA regulations:

1. Keep 100ft apart. (100ft. is three wing-spans. If two hang gliders are in a head-on conflict, each at 20 knots, 100ft. represents only one-and-a-half seconds, which is little enough.)

2. A glider joining another in a thermal shall be circled in the same direction as that established by the first.

The League used to take this further and require all 360s below 1000' AGL to be to the left. Marc Asquith suggests, and I agree, that it would be better to require righ-hand 360s since a conflict between gliders in adjacent cores demanding a break right would then require only added bank, not complete reversal, which takes longer. But one-way rule was dropped completely after the Lakes League.

Probably the most valuable advice is to summarise Vince's points:

1. If either pilot considers it was too close, then it WAS too close, no matter what the other pilot thinks.
2. The only satisfactory and legitimate manoeuvre is a right turn at an EARLY stage.

One danger common in hang gliding which couldn't be covered by any rule is that, in crowded skies, avoidance of one conflict may lead to another which was not foreseen and might very well result in a collision.

The only answer to this is to look all around all the time and know where everybody is and where they're heading. This can be very demanding so don't give yourself a workload like this unless your control of the aircraft is near-automatic.

Now can we all get on with it and enjoy ourselves IN SAFETY, PLEASE?

And if anybody seriously expects these rules to be obeyed at Leagues or other competitions, I suggest he speaks to some of the old-timers. I know two pilots, both professionally involved in hang gliding, both of whom I respect immensely as pilots and people, who've landed because things got too hectic.

Winning comps. and breaking records is all very well; wouldn't it be nice if our airmanship equalled our aggression?

• Ian Trotter is Safety Officer for the Scottish Hang Gliding Federation.



# Trike neglect claim denied

Dear Stan —

I read with interest the article quoting Roy Hill concerning licensing requirements for powered hang glider pilots and felt I must reply.

I have been a member of the BHGA for over three years, my flying career starting with a Skyhook Sunspot, moving on to a Safari and then finally buying a trike and Sealander.

I seem to recall, about two years ago, when trikes were the "new thing" that most hang gliding clubs and the BHGA were up in arms about noisy trikes losing hang gliding sites. Pilots who considered trikes to be the way to go were more or less cast out of the clubs and the BHGA, this leading to the formation of the Powered Hang Gliding Association to cater for their needs. The PHGA grew, through the British Minimum Aircraft Association, into the British Microlight Aircraft Association.

The purpose of the BMAA is to promote microlight flying of all kinds and not to make a distinction between the various types of aircraft that are now classed as microlights. I would hope that the BMAA treatment of trike pilots has always been fair and without any tendency to discriminate between them and three-axis pilots. I think if we examine the facts they will confirm this.

1) Any BHGA Pilot 2, with 40 hours experience on hang gliders, is exempt 20 hours flying time out of the 25 hours required to gain a PPL(A)Group D.

2) Hours gained on hang gliders count towards those required to become a Flying Instructor on Group D aircraft.

3) Any PPL(A)Group D holder (three-axis or weight shift) may count the 25 hour Group D requirement towards obtaining a Group A Licence if s/he wants to go on to fly light aircraft.

Roy Hill seems to grossly underestimate the abilities of the majority of trike pilots in this country. His "main bone of contention" that an 80-km cross-country flight is "beyond most hang glider pilots who like to attach a trike unit to their glider" seems an insult. I, and most of my friends who fly trikes, have completed the 80-km flight, on a variety of machines ranging from a Valmet 160/Hilander to modern

high-performance gliders with powerful trike units.

Another interesting point is the statement that the requirements are "irrelevant to the need of casual trike pilots". What is a casual trike pilot? Why is a casual trike pilot not required to know basic navigation? Surely he should know as much about controlled airspace, air law etc. as any other pilot unless his "casualness" somehow protects him from being run over by a Cessna, Harrier or a jumbo jet.

Today, many trike pilots fly on the same sites as three-axis pilots, two-axis pilots and all the other variations of microlight pilot around, and it is arguable that they have more in common with these than they do with hang gliders.

For the BHGA to push for a special category of licence for weight-shift must be a retrograde step for all trike pilots as this can only produce a second-class PPL(A)Group D for trikers.

In my experience, hang glider pilots who have gone into triking, almost without exception, make excellent microlight pilots and the tasks required of them to gain their PPL(A)Group D are well within their capabilities.

If any trike pilot feels that the BMAA does not represent their needs then do something about it by joining the BMAA and making your opinions heard.

Above all, let us not squabble amongst ourselves as, while we do this, we are losing hang gliding sites and powered sites. Our enemy surely is not each other, but those who abhor all forms of aviation.

JOHN WINCOTT, Treasurer BMAA,  
Narborough, Leicester.

## Willing help

Dear Stan —

Having read of fellow nonks having difficulty getting into our sport in past issues and Roy Hill's call for "better rapport" in April Wings!, I feel I must write to tell you about the terrific help and encouragement willingly given to me by the North Yorkshire Club when I visited Carlton Bank over Easter.

In particular, I would like

to say thanks to John Bowman, Harry Hodgeson, Andy Buchan and Keith Clarke.

Keith even brought me a prone harness one day to get me converted. This was the first time I had met any of these guys and I was taken by their help and good company.

TED ATKINS,  
RAF Gütersloh,  
W. Germany.

5 Devon  
miles =  
1 Dales?

Dear Stan —

A few comments on June Wings!: Dave Harrison warns Robert Bailey not to sell a Magic to Kevin Winter. Too late! I took great pleasure in supplying his Magic in May, and once he adapts his amazing style there will be no stopping him.

This brings up another point. We are at a disadvantage down here, because our inland sites are so pathetic. The Devon and Somerset Condors have several epic coastal sites, but even our best inland sites are indifferent, and affected by their proximity to the sea. Our club record is thus only 8.1 miles. It's not fair! Our neighbouring club have some good sites, but nothing to match the easy cross-country flying available in Wales, The Peaks, Pennines and Dales. Unless we can have an equivalency formula (1 mile at Eggardon = 5 miles at Pendle) nobody will EVER get in the League flying Condors' sites.

Lastly, Sylvia did not make a mistake (she never does). My advert was meant to be upside-down, and it attracted ten times the usual interest. How about printing the rest of the magazine upside down? Or is it already?

SIMON MURPHY,  
Honiton,  
Devon.

## Thanks!

Dear Stan —

The Canadian team would like to thank all the people associated with the "British" American Cup. Special thanks to Steve Goad who met us at the airport, Derek and Audrey Evans, Joan Lane, Jim Brown, Noel Whittall, Paul Smith and the weatherman.

We had a great time and look forward to seeing everyone at the next Cup.

JAN CAMERON,  
Canadian National Hang  
Gliding Team.

## Registration? No thanks!

Dear Editor —

The recent BHGA circular to clubs regarding registration of hang gliders has, to say the least, got me concerned.

I know of several sailplanes which to date (July '82) do not carry any identification numbers or letters. From this I must assume that either sail-

plane registration is not compulsory, or it is not fully enforced.

The tone of the circular leads me to assume that all other aircraft are subject to compulsory registration. However, my 1976 copy of the Air Navigation Order states gliders may fly unregistered and are deemed to be registered subject to certain conditions — has article 3 of the Air Navigation Order been

amended?

Nor am I happy with the so-called benefits of registration to us — I can not believe the CAA is very concerned about ours or our site owners' ability to catch rogue flyers. To be of use, such a registration list would have to be kept bang up-to-date and is bound to cost us money. I would prefer to see our money better spent and let the clubs see to the landowners' interests.

Surely the casual mention of Dunstable is the key behind this circular — could it be that the London Gliding Club want numbers on our hang gliders, and somehow, due to their efforts and persuasion on the BHGA, Roy Hill has issued the circular?

PAUL BRIDGES,  
Bishop's Castle,  
Shropshire.





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

## Safety first?

Dear Stan—

*I think manufacturers have reached their limits now with their double-surface CFX machines, exploring speed range, better performance etc. etc.*

*We all know by now that today's kites are pretty much the same. So what about SAFETY? Are today's kites really AIRWORTHY?*

*One is advised to practice Stall Recovery, as was Paul Bateman doing on the day of his accident (June Wings!). Paul was very lucky he was able to walk away — others aren't so lucky!*

*We are told to fly in conditions that we can handle. Now we will have to ask if our kites can handle the conditions. What I'm getting at is the dreaded tuck and in-flight structural failure, as in the case of Trevor Wilde and John Rankin, both very experienced pilots!*

*As to the tuck, the designers and manufacturers will have to put their heads together on that one!*

*Even if one carries a parachute, the safety aspect of flying remains with (apart from the pilot) the quality of the hang glider and until we have a kite that does not tuck or a kite that does not break up when inverted, we haven't a hang glider that's AIRWORTHY.*

J. CRANE  
Allerton  
Liverpool.

- Paul Bateman and John Rankin were NOT flying modern gliders. All the evidence suggests that the fifth generation machines have brought enormous advances in safety as well as performance — Ed.

# Didn't our country need us?

Dear Sir,

I am writing this letter on behalf of the people of Hawes.

We were very disappointed that the American Cup was not based from here. As a town, we have welcomed members of the British team for many years now and have watched their progress with interest. We have appreciated their support for our local Gala, and their lively company in our pubs.

We would like to have shown our

interest and goodwill on the starting line. Perhaps the team would have benefited from our enthusiasm, as during the Bleriot Cup last year.

We hope that the organising committee will bring the American Cup to Hawes in future years. We would also like to welcome any further hang gliding competitions to Hawes in the future.

P.M. DINSDALE (Mrs),  
Black Bull cafe,  
Hawes,  
Wensleydale.

# Be an ace (without really trying)

Dear Stan —

I have noticed over the last year the lack of information

on learning to fly the new generation of double-surface or CFX (concealed floating cross-boom) gliders that have had such a tremendous impact on hang gliding.

I'm sure there must be many fliers of my standard (P2) or even experienced P1s who have considered buying one but had doubts about their ability to control these super ships. There is an aura of mystery surrounding them — fliers seem to be split between CFX pilots and the rest.

Having watched local pilots flying these high performance kites and envied their obvious advantages over my trusty Super Scorpion, I took a deep breath one day and ordered a Hiway Demon 175. To me it was a bigger decision than going prone.

I hope the following impressions of my first ten hours airtime on the Demon will help anyone considering a similar step.

Rigging the glider for the first time you realise that even the pre-flight inspection is different — everything is hidden away under the double-surface sail. It thus takes a little longer than normal to check all the airframe spars and flying wires.

Care is also needed during transport to sites to ensure that those beautifully clean, contoured leading edges aren't damaged — both Mylar and closed-cell foam are prone to creasing if not carefully packed and strapped to the rook rack.

My greatest concern was handling — I thought it would be very

different to anything I had flown before. I therefore persuaded two experienced pilots to test fly it and both said that it handled well and was trimmed nicely, so the big moment had arrived...

Surprise! I could fly it. The roll control was heavier than expected and the general feeling was that of flying a big glider. The faster cruising speed is also immediately apparent — you have to concentrate on flying and where you are going rather than just floating around.

Turning and circling requires no more than banking, then a little opposite weight shift when the desired rate of turn is reached. The glider seems to settle into a certain angle of bank, which makes thermalling in light conditions very relaxing.

The heavier roll is noticeable, however, when you try to change the direction of turn quickly. Once the glider has started to swing into a turn it takes a lot of opposite weight shift to stop the bank and start it going the other way.

Stalling is surprisingly gentle. It takes full arms out for several seconds before the nose drops and standard recovery procedure means only minimal height loss.

The most noticeable difference is the speed range. It is absolutely incredible. You can pull the bar right in, the wind howls past, but the glider races forwards rather than sinking like a brick.

It adds a new dimension to gliding. No more desperate conservation of height during gap-crossing along ridges for example. You just point it, pull the bar and go... terrific fun!

At the other end of the speed range, care is recommended. At slow speeds — scratching in marginal lift for instance — there is a definite lag in response time to control inputs. You need to consciously

fly a few miles an hour faster than on a more billowy glider to keep the handling snappy.

This is doubly important as the glider is very sensitive to gusts, turbulence and other air disturbances. These seem to be felt much more directly than on other gliders — possibly the effect of the floating cross-boom. This sensitivity is obviously desirable when searching for thermals, but not when flying very close to hillsides.

Because of the tremendous glide angle, landing creates new problems. A much more carefully planned approach is necessary, especially in light winds. I initially found I arrived over the landing area with far too much height — height that was harder to lose. I dislike doing S-turns near the ground and it is no use dropping out of prone and pulling on a lot of speed to degrade the glide angle — the glider just goes on and on, way over the intended landing spot. You need to judge carefully your height during the approach, coming in lower than usual, to minimise any tendency to overshoot.

Gradually reducing your airspeed in the ground effect followed by a really hard flare gives the best results.

In summary, I've found the Demon has exceeded my expectations in terms of ease of handling and vastly increased glide angle throughout the speed range. It is perhaps less of a "fun" glider in certain situations — the sink rate seems no better than my Super Scorpion, you have to be more wary when scratching around and, until you become expert, you lose the ability to land easily in tight little spots but I think the advantages outweigh these drawbacks — Especially with the emphasis now on cross-country — and have no regrets for going "double surface".

WILLIAM WHITE  
Sydney.



# What went wrong?

**WHEN** in 1977 Don Partridge first conceived the idea of a cross-country competition to be held in the most awesome terrain in the world, I'm sure he had no idea of the sleepless nights he would cause me.

After reading about the event in an American magazine I was hooked and from that moment on I have worked heart and soul to ensure that Britain was represented in this, the most difficult, arduous and important event in the world hang gliding

The '82 contest typified more than ever, the essence of our sport. Pure cross country flying of foot-launchable unpowered aircraft. Flying these craft on thermal lift only for four to six hours per day, and flying daily tasks which stretch the limits of man and machine to the ultimate.

For four years we have sent teams and last year Andrew Wilson came nearer than any other Briton by taking sixth place. In some events, first is first and everywhere else is nowhere, but this is not the case in the Classic — 74 pilots representing the cream of 16 countries met this year and the list of names was staggering.

In most events, the bottom half is usually padding but this is not so in the Classic — 57 of the entrants were recognised aces and the remaining 19, fine competent cross-country pilots, each hungry to do well and make a name for him or herself.



This year we were represented by Andrew Wilson, Johnny Carr, Richard Brown and Michael Carnet. A better selection would be hard to imagine and I have never before felt as totally confident, nor worked with a more determined bunch of pilots.

I felt sure that at least three would be in the top twenty and had strong hopes of a first or second. The reality was very different as the scores will show.



Norway's Eric Nolte began the meet with just 250 hours airtime but came ninth on his Sensor

## Or how the Owens got the better of Britain

By John Hudson.

Andrew was our highest placing, sharing 34th place with Sandy Fairgrieve, an ex-patriate now living in California. How did it happen? How can Britain, leader in cross-country flying, winner of so many events world wide, show so low down in the scores of the XC Classic?

I'm sure the answer lies in experience and knowledge of the techniques of cross-country racing in conditions totally alien to the British way of flight.

The terrain statistics will be familiar to most. A ten-mile wide flat desert valley flanked on each side by a range of 9/10,000ft mountains. The launch is situated about 40 miles from one end of the range at 8,200ft ASL where the temperature is a pleasant 85°. 4,000ft lower down, the desert floor bakes in temperatures up to 105° and the resulting booming thermals rocket you skyward to heights at which your drinking water turns ice cold and sometimes freezes.

Transport to the launch is by five-ton four-wheel drive trucks — a ten-mile, bone-jarring, dusty journey that leaves one hot, dirty and tired. At launch, sea level-dwellers pant in the thin air while rigging, sorting equipment and donning insulated clothing in the baking sun.

When ready to fly, the contestant is his own master. The beauty of the Classic is its freedom. The window is open quickly and then it's all up to the pilot. No start marshals, no take-off order, no direction. The pilot makes all his/her own decisions as to when to launch and where to launch from and he has to consider the weather and the requirements of the task intently because this is where a task is won or lost.



Champion Jim Lee — proved his 168-mile world record in New Mexico was no fluke

Timing has to be perfect, not just to catch a thermal to clear launch, but to ensure that the diurnal wind changes at the end of the day do not catch the flier out.

The tasks set for each day's flying are designed to culminate in six to eight pilots making the goal and the rest being left by the wayside, beaten by the weather or superior flying.

Our team arrived in the valley six days before the start of the event to allow us to acclimatise. During our first day enormous thunderstorms gave us a taste of things on offer as hail, rain, snow and cloud enveloped us on all sides. Johnny and I went to around 14,000ft while sheets of cloud curtains hung down 6,000ft below us. Being our first day out, we didn't push things, but it was quite an eye-opener for Johnny and Michael on their first visit to the Owens.



For our second practice day we declared an 85-mile task on the range, flying firstly north to photograph a turn point and then south to a goal. Andy, Dick and Michael made goal and Johnny dropped short by only a mile. I had my first taste of a disorientation illness which was to ruin my flying completely and cause me to throw away the opportunity to fly in the Classic itself.

Believe me, there is nothing pleasant about spatial disorientation and uncontrolled vomiting at 12,000ft, every time you fly. Eventual diagnosis pointed to an unbalanced body chemistry and extremely low blood pressure resulting in some kind of altitude and motion sickness.

The first time it happened I hung on and landed short of goal, but later I couldn't handle it at all and had to give up flying for a few days to the undisguised glee of the others who delighted in having their very own retrieve driver.



Dick Brown, too, suffered from nausea on one day and he took a day off while Andy, our captain, had us slogging ourselves hard against a 20 mph headwind with a singular lack of success. Johnny Carr found himself in conflict with a huge canyon called Silver Canyon, which tried alternately to sink him, crash him, roll him on his back, pitch him vertically and finally, after battling with him for an hour or so, deposited him defeated in the desert at its mouth. Andy flew well this day, making the turnpoint and almost the goal.

Our third day's practice saw us 60 miles south of launch on the other side of the valley, aiming to fly up the Sierras as the sun rose from the east and to cross over to the other side as the sun crossed its zenith and shone on the opposite side of the valley.

A good plan, but we screwed it up by not being ready to launch until 2pm. Only Andy recovered the day with a brilliant 105-mile point-to-point flight. Dick and I spent an interesting one and a half hours battling three-dimensional rotors before losing both the lift and our bottles, while Michael and Johnny made two interesting flights I'm not supposed to write about! Suffice to say that Michael nearly had to use his parachute and we spent the next day repairing Johnny's glider!



The weather turned against us the next two days, but during the first two official practice days which followed, all four team members flew very well although Johnny came into conflict once more with his favourite spot, Silver Canyon.

After six full days flying we were getting into the swing of things, and although Dick and Andy were OK Johnny and Michael were most unhappy with the handling on their gliders. The Owens Valley is the place of the 15-up thermal and common 6,000ft. altitude gain. It's also the place of scratchy, weak lift against rock walls and canyons requiring total confidence in the manoeuvrability and handling of your machine.

The special break-down Magic IIs that Johnny and Michael had were giving them problems which

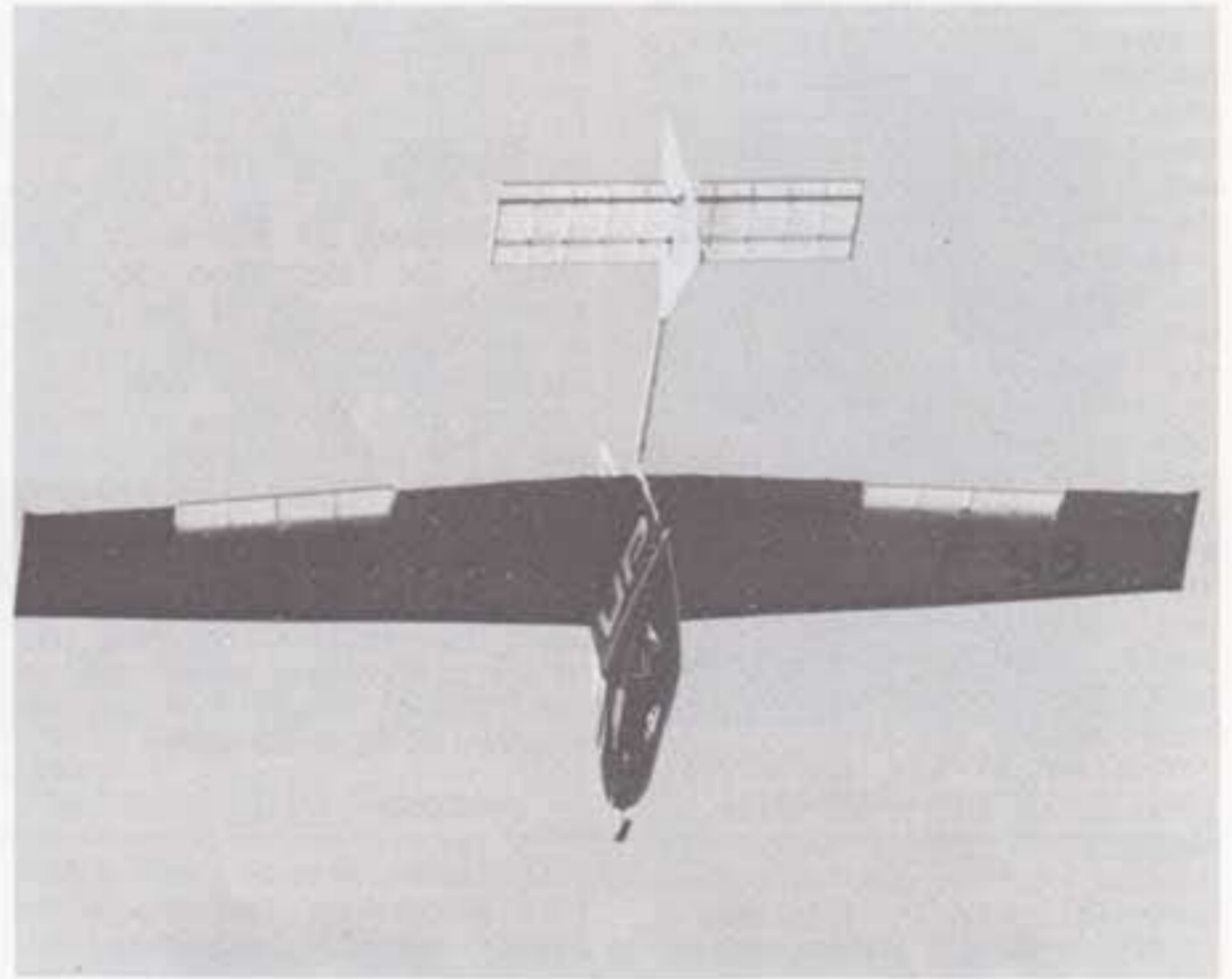
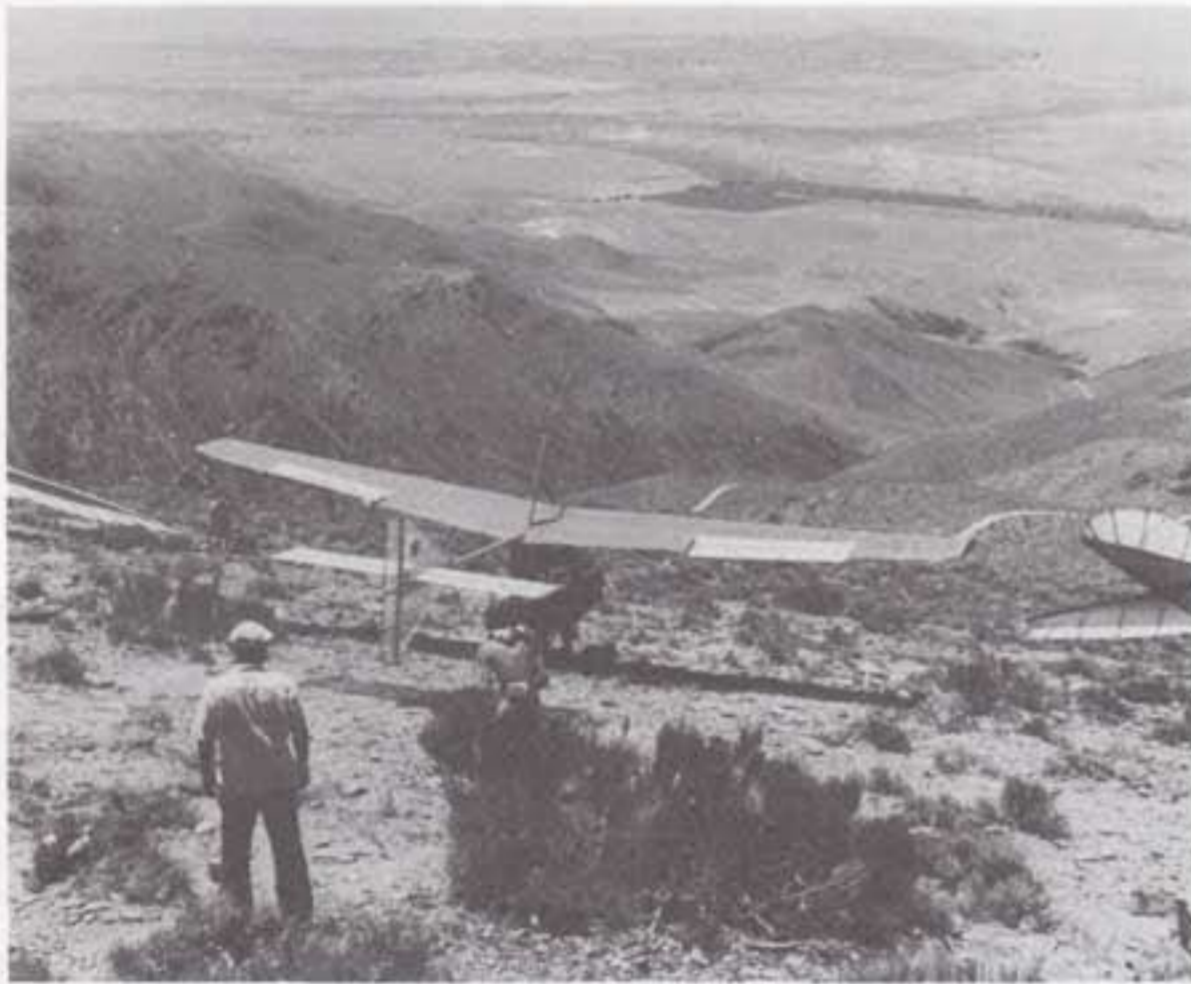
resulted in Johnny borrowing a Bennet Streaker prototype for the last three contest days. Michael had no option but to stay with the glider and I'm sure this affected his final placing. Johnny said afterwards the extra leading edge sleeving appeared to hinder the flexibility of the wing.

Day one of the Classic opened with a race to Tonopah, a town in the desert 65 miles from launch. Four contestants made goal, all American and all on Comets. After 3½ hours flying they were separated by only a couple of minutes, a feature which was to repeat itself many times. On one event, seven goal finishers all

**Turn page**



Johnny Carr did at least find something to shout about! Pictured with Bill Moyes after making goal



**All pictures by Bettina Gray**

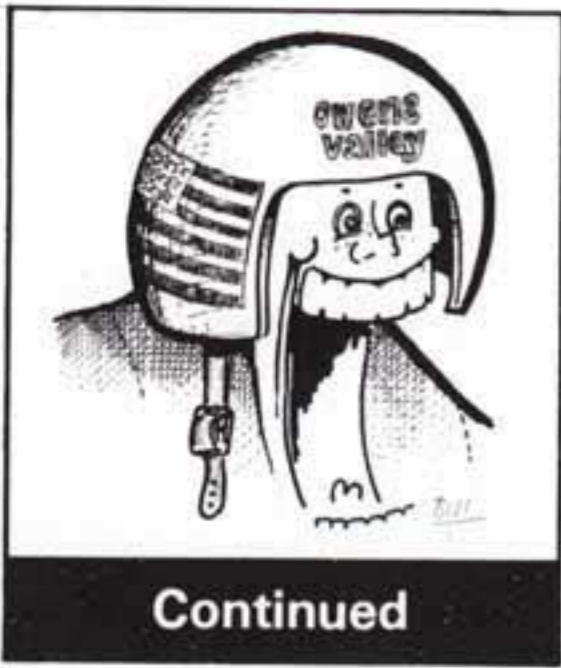
• Above, Eric Raymond in the CUP Arrow prepares for take-off at Gunter Launch

• Above, right, the Arrow in flight and

• Below, right, landing at Manzanar airstrip







shared the same time spot, the first landing after a flight of 4 hours 29 minutes 58 seconds and the seventh after 4 hours, 30 minutes, 56 seconds. Less than two minutes between seven pilots after a 98-mile, 4½ hour flight! It was amazing and showed the consistency and skill of the contestants, none of whom would give an inch to any other.

Michael led the British on the first day, while Andy took the second which was an 85-mile range flying day involving turnpoint photography. Andy finished in spectacular fashion commencing a final glide eight miles out and clearing the goal truck by 10ft. in a perfect goal finish. He finished 7th for the day with a three-hour-plus flight but was smoked by the winner, Eric Raymond, with a 2 hour, 22 minute flight in UP's secret weapon, the Arrow.

This aircraft was not a hang glider at all, but a full three-axis sailplane with parallel wings, rigid ailerons, tail, rudder and fully-enclosed cockpit. Eric flies it supine in a cloth beanie hat and light clothing just as any other sailplane pilot. Even though weighing in at 140lbs. it got through the foot launch rule by being rolled off the hill by the pilot's feet and luckily never had to demonstrate light wind launching owing to the 10-15mph. winds throughout the event.

The sailplane's superior glide and sink placed Eric first on five days, but pilots still make errors and the other three days resulted in a final placing of fourth.

Day three was an agony day for Andy who, after flying a quick 85 miles, started his final glide at 20 miles out and landed 500 yards short of the goal. He would have placed third but had to be satisfied with 25th. Dick Brown flew an amazing 82 miles without his vario after failing to fit the batteries properly before take-off.

He, too, landed short of the goal by three miles with Michael a mile in front of him and Johnny two miles behind. Poor Johnny Carr! He flew his heart out, flew 80 miles, landed just five miles short and placed 51st. That night was a sober one indeed as the realisation of just what we were up against came home.

We all agreed that there were at least 30 pilots who had just as much skill and expertise as any of our team. Add to this experience and knowledge of this

type of hard mountain flying and the number of pilots eminently capable of beating Britain's best rose to at least 50.

Day four was an 85-mile dog-leg turnpoint task, again finishing in a town in the desert. Although most people consider the Owens Valley to be simple mountain range flying, this is not the case. Most days involved the so called 35-mile "milk run" to the end of the range, but then included up to 65 miles of desert, mountain and open flying. Eric Raymond was the only finisher on day four and Dick Brown held the Union Jack, this time in 19th place.

A year ago, open distance days brought admiration for pilots flying to Gabbs, a town 101 miles from launch. This year Gabbs was considered only good enough for a goal! Can you imagine a 101-mile race? Six pilots finished on day five and many others were only yards short. Andrew flew 80 miles to Luning, the next town south, but it only gave him 31st place.

The sixth day was a failure for the organisers as they set a task which was too short for the conditions and skill of the pilots. It was around 100 miles but 35 people made the goal with times varying from six hours to under four. The Classic is about winners and Don Partridge and Tom Kreche who run the event consider every place below tenth incidental and unimportant. To emphasise the point they declared the next day to be a 65-mile upwind task to Lee Vining which lies at the entrance to Yosemite Valley.

Lee Vining is a two and a half hour journey by road and at an altitude only 1000' lower than take-off. To achieve the goal means leaving the mountain range only 17 miles from launch and flying the rest over open desert, unflown mountains and uninhabited areas devoid of roads and civilisation. To cries of "ridiculous task" it was pointed out that the Classic is about trying the impossible, for this is how limits are exceeded and off we all went.

At this stage in the contest, serious anomalies surfaced which gave distinct advantages to those pilots with private retrieve and air-to-ground radios.

You can safely scratch, working that last life-saving blob over the desert if you have your driver within reach, but if you're dependent on the official retrieve vehicle you have to land by the road which may be up to eight miles from the mountains.

Flying out 3,000' sooner than you really need is an enormous disadvantage and the organisers tried to compensate by offering to mark "desert finishers" behind "road finishers". On the Lee Vining day this screwed up most of the leaders who all opted for the open desert route which let them down. Our team flew the road course which worked better and Michael led the Brits with a brilliant flight only 15 miles short of goal for third place.

The final day's task was an open distance, Johnny Carr leading our lot with 92 miles. Michael's not talking about his last day and Andy and Dick want to keep quiet too.

Nineteen other competitors flew over 100 miles with Eric Raymond leading with 158 and Rich Pfeiffer second with 138. Since a lot of XCs are shown in kilometres these days, 20 people flew an average distance of 180km. each — or the same people flew a total of 3,600 km. or 2,237 miles that afternoon. Besides these 20, 34 others flew between 90 and 50 miles which is about where poor Dick Brown landed for 54th place. Let no one say the XC Classic is not about flying!



However, it's very hard to cough up a fair chunk of cash, to take three weeks away from work and family, to fly to your limit every day and to find yourself beaten by sometimes skill, sometimes luck, but mostly experience and knowledge. Each member of our team flew just as hard as they could but how can they be expected to beat people who fly this kind of terrain daily? If sheer determination was good for places the British would be up there.

Of late we have seen Wings! articles by Rick Masters full of stuff about the horrendous turbulence and violence of the Owens Valley. Okay, it's there to some degree but can you imagine it not being when a day's contest can give over

5,000 air miles and five days would allow you to circumnavigate the world?

Yes, we had our moments and a French pilot did have to deploy his chute after his glider tucked and broke under him in the rotor off Boundary Peak. We all have our particular story to tell, but so what?

The Owens Valley XC Classic is about achievement and about extending the limits. It has forced forward the development of foot-launch hang gliding more than any other contest in the world. It is a learning ground unparalleled anywhere and although I am very disappointed in our place results in this and preceding years, I feel more than ever that it is an event that Britain has to take part in at almost any cost.

It is expensive, but our pilots and manufacturers can learn such a lot that we can not afford to turn away and take part in just those contests we have a greater chance of winning as has already been suggested by members of the BHGA competitions committee.

Before long, most serious hang gliding contests will be held in mountainous areas flying goals, triangles and out-and-returns.

If we turn away from this somewhat alien type of flying because we do not place highly, British hang gliding will suffer.

## Results

NAME	GLIDER	#	NAT	FINAL PL	DAILY POINT TOTALS									
					0407/0307	0407/0507	0607/0707	0807/0907	7/9	7/10				
J. LEE	COMET	31	USA	1	58.75	4	4	6	4	7	22	2	0.75	13
L. TUDOR	COMET	49	USA	2	72	4	2	12	2	18	4	3	29	10
R. DUNN	MISSILE	72	ASL	3	98	8	7	15	13	9	18	7	25	4
E. RAYMOND	ARROW	65	USA	4	99.75	4	11	0.75	0.75	6.75	0.75	68	25	0.75
P. ROBINSON	COMET	44	USA	5	105	8	21	14	3	25	11	13	3	15
R. PFEIFFER	DUCK	41	USA	6	112	6	10	3	7	4	51	6	29	2
H. DEGLANUI	COMET	21	FRA	7	129	6	18	4	6	40	19	8	25	9
A. THEVENOT	AZUR	48	FRA	8	134	8	6	31	20	11	6	27	25	6
E. LOTHE	SENSOR	5	32	9	136	8	12	16	8	45	12	11	11	21
H. BENNETT	COMET	67	USA	10	150.75	12	13	20	24	14	13	63	0.75	3
K. BRIER	BULLET	58	HGR	11	163	8	20	25	12	20	27	17	18	24
S. HOVES	MISSILE	55	ASL	12	167	8	9	12	14	44	42	10	29	7
H. WOODRUFF	COMET	52	USA	13	168	6	3	22	38	DF67	5	16	9	16
E. GOSS	COMET	25	USA	14	169	8	16	38	9	20	21	20	23	22
J. BURNETT	COMET	68	USA	15	169.75	6	36	2	5	29	27	0.75	54	16
H. DEHZ	COMET	17	HGR	16	190	10	45	5	23	12	36	55	18	4
T. ZIMME	COMET	53	USA	17	199	10	32	25	26	55	19	21	8	13
D. TIBSON	COMET	20	USA	18	204	8	31	9	22	41	27	34	29	11
K. SAUVIER	COMET	47	USA	18	204	10	23	48	45	33	25	12	11	7
R. ROSS INGS	PRO STAR	69	USA	18	204	10	48	32	26	20	15	9	29	33
C. GREHON	COMET	26	HEX	21	219	10	13	20	26	34	25	19	29	53
J. HUEY	SENSOR	5	29	22	230	6	50	32	26	20	3	5	57	37
R. BURTON	COMET	14	USA	23	234	10	24	58	30	46	32	14	16	12
J.P. CHACO	COMET	39	CHL	23	234	10	13	48	16	5	33	63	29	27
S. LUNA	COMET	63	USA	25	234.75	8	0.75	25	21	57	64	24	16	27
R. DEGROOT	MISSILE	11	ASL	26	235	8	24	8	49	31	42	4	29	46
K. KOHSTEDT	COMET	30	HON	27	242	8	42	22	41	5	2	28	54	46
C. BULGER	DEMON	70	USA	27	242	10	16	24	42	25	64	15	11	45
H. OLSCHES	FLASH	64	HGR	29	256	10	68	29	35	12	27	31	21	33
S. BILHOUR	MISSILE	56	ASL	30	272	12	29	40	42	16	14	50	29	44
H. HEINGART	COMET	66	HGR	31	277	12	73	38	33	20	17	58	20	26
E. HATSUO	COMET	35	JPN	32	279	8	71	17	11	49	56	18	5	52
P. BANKE	SENSOR	5	4	33	280	12	51	58	49	16	8	47	29	19
H. HILSON	HAGIC II	51	GB	34	290	10	43	7	25	29	31	45	54	56
S. PATRICK	DUCK	59	GB	34	290	10	56	32	34	41	59	23	25	16
D. READ	FLEDGE	3	USA	36	296	10	21	26	56	52	23	29	50	37
F. GUTIERRE	COMET	27	HEX	37	298	10	33	45	15	25	36	60	22	DF62
J. CABE	HAGIC II	1	GB	38	306	10	41	55	51	34	53	32	15	25
C. ARAI	DUCK	2	USA	39	307	10	28	53	10	47	47	43	46	33
J.L. HANSUY	HAGIC	34	FRA	40	310	10	37	71	37	55	15	38	45	20
H. GUTIERRE	COMET	28	HEX	41	311	12	67	32	42	38	45	54	6	27
H. CORNET	HAGIC II	7	GB	42	313	10	37	46	35	53	53	25	3	61
I. FLRZA	COMET	40	UNZ	43	324	12	34	38	57	16	36	48	58	37
J. ROUSSOT	AZUR	45	FRA	44	327	12	53	17	52	36	58	58	24	45
H. DEGTOFF	COMET	16	USA	45	333	12	37	46	59	31	58	48	29	23
B. BROWN	TYHOON	10	GB	46	339	12	72	32	46	18	61	38	17	54
C. DOURADO	DUCK	18	BRZ	47	341	12	45	70	15	8	10	63	DF64	DF62
R. SCHOLL	USAPVA	2	13	48	355	12	45	42	47	15	52	63	29	DF62
S. VILLAS-B	DUCK	50	BRZ	49	356	12	24	58	40	46	44	50	DF64	27
H. FUJITA	COMET	19	JPN	50	357	10	51	38	47	DF67	46	28	63	27
R. MC CRACK	DUCK	71	USA	51	359	12	62	58	30	66	23	40	43	37
R. GOTES NA	SENSOR	75	HEX	52	366	10	19	58	63	53	34	35	53	51
T. GOTES NA	SENSOR	74	HEX	53	368	12	34	DF72	67	57	49	42	11	36
M. DREYER	MISSILE	57	ROU	54	373	12	48	32	53	37	69	DF71	6	57
S. FERRER	DUCK	35	USA	55	374	10	62	48	38	47	48	22	52	57
J. NETTLE	BULLET	62	HGR	55	374	10	29	DF72	39	41	34	33	DF64	DF62
A. HILEMSKI	COMET	36	FRA	57	391	12	48	38	54	57	56	63	46	27
H. STRASSER	COMET	61	AUS	58	417	12	24	69	67	57	64	39	68	37
H. BELL	STARUS	5	USA	59	420	12	44	55	58	DF67	36	57	58	45
J. GARCIA-P	TYHOON	42	SPN	60	438	12	56	63	65	63	36	43	58	DF62
B. ESPINOSA	COMET	8	HEX	61	460	12	58	66	68	57	61	59	44	55
Z. HOFFER	0	37	FRA	62	466	12	59	DF72	DF72	DF67	DF70	41	48	37
F. D COSTA	PRO STAR	54	COL	62	466	12	69	65	67	63	38	63	48	57
H. ESPINAL	COMET	9	UNZ	64	469	12	53	43	DF72	DF67	67	46	DF64	55
D. BALLEGAARD	SENSOR	5	6	65	473	12	62	46	68	DF67	58	56	61	DF62
H. BREHER	SONIC	68	USA	66	485	12	74	44	67	63	DF70	63	42	DF62
D. STREET	DUCK	73	BRZ	67	487	12	62	64	68	DF67	DF70	57	DF64	43
C. DEGLANUI	HAGIC	22	FRA	68	492	12	74	55	67	57	67	68	62	58
P. LOPES	AZUR	33	BRZ	69	506	12	61	67	66	38	85	63	DF64	DF62



**5 hours  
on a  
100'  
hill**

Dales club member Andy Laverack has set a remarkable 5 1/4-hour soaring record on a 100ft. hill, beating the previous best by four hours.

Baildon Moor presents an irregular, gently sloping face and is little more than a bunker on the adjacent Bradford municipal golf course. As the site is in Leeds/Bradford air-space, Andy, flying an Atlas, left thermals at a maximum of 600ft. ATO.



## He who makes the rules wins!

DALES club chairman Noel Whittall devised the club's first competition and won it himself.

Pilots had to make the best XC on one of a number of named week-ends.

Noel is pictured being presented with his prize by Audrey Evans at the American Cup for his 29.5 mile flight from Wether Fell. Best first XC was John Northage; best XC on a single-surface glider, Tony Fillingham. The runners-up were Robert Bailey (yes, it is he) in the open XC and Tim Moran in the other two categories.



Bailey - "Mine...all mine!"

## Bailey keeps the Sod

ROBERT Bailey again won the Baildon Sod L/D classic, beating off Graham Hobson's Lancashire challenge as dusk fell.

The Sod was flown on the rugged east face of Mount Baildon, which plunges precipitously to the golf course a few score feet below.

The Sod is taken very seriously by some pilots as a test of the glide angle of new machines and attracted an entry of 30 with Hobson taking an early lead on his Azur.

When Bailey arrived late, he found it hard to believe

Hobson had landed a good 1/4-mile from the ridge against a gentle headwind, but after a thumping 50-yard take-off run he beat him by about 20 yards on a Magic Comet.

Third was Shaun Sunderland (Demon), fourth Fred Stogdale (Demon) and fifth John Higham (Azur) who made the long drive from Cheshire to the Leeds/Bradford area.

The Sod trophy, in its fifth year, represents a piece of turf from beneath the boot of the first ever winner. Bailey also took the £5 prize money but didn't buy the drinks!

*Pictures - Steve Thompson*



Hobson - "Lost again, dammit! dammit!"

### Good show!

Mainair Sports has opened an impressive new showroom at its Shawlough Road, Rochdale, headquarters.

The development gives Mainair probably the biggest and slickest public face in the business. The company's new catalogue, ably illustrated by numerous photos and cartoons by the inimitable Bill Lehan of Wings! fame, is available for £1 from Mainair, refundable on first purchase.

# Better Connections

ONE of the best things to come out of France in recent years is the French Connection.

This deceptively simple mechanical accentuator can be seen on practically every League glider, and once flown with, few pilots want to go without one.

The glider is easier and pleasanter to handle and physical effort is reduced. Now there is a new model which is a two-way device to act both in pitch and roll which should make things even better. (see last Wings!).

I think, however, the standard pitch unit still has some way to go, primarily in its application. I have given thought to designing a unit to fit on to the glider keel during the manufacturing stage as an integral part of the machine.

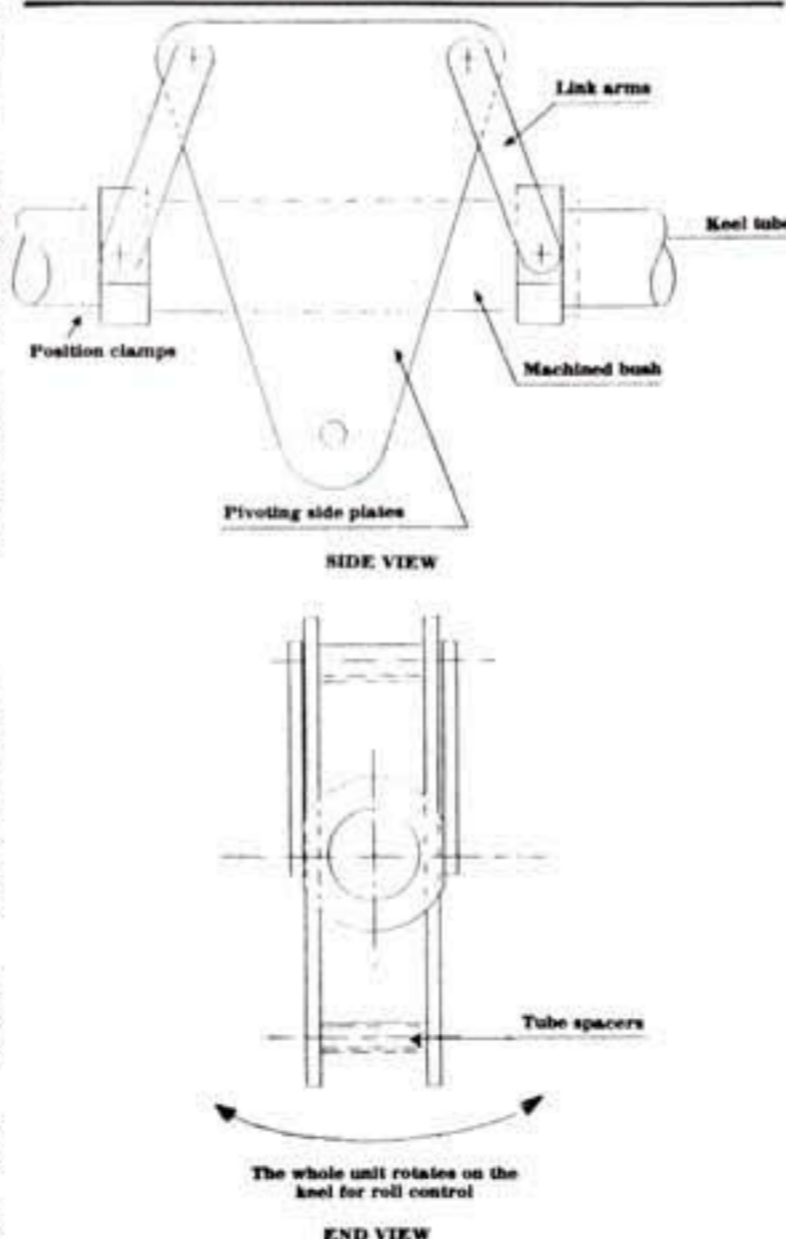
### Banking

My thoughts in this direction have been boosted by the realisation of how much easier it would be if a trike was also "French-connected". No more hauling in hard to go anywhere in a hurry; no more locked elbows hooked over the base bar; no more tired arms after a minor XC against the wind.

Obviously, the standard French Connection is useless on a trike since it has to take compression loads as well as being free to work when banking.

My solution, illustrated, consists of a long nylon bush to carry the link arms, the bush being a free fit on the keel tube. The drawing is diagrammatic only and there

by John Hudson



are a few minor mechanical problems to be sorted out. The two triangular plates pass on each side of the keel bush and operate identically to the standard French Connection, while roll is taken care of by the whole unit rolling around the tube.

Hands-off trim is achieved by sliding the assembly along the keel, and it is held in position by two simple clamps.

Allowing the unit to rotate for roll will automatically ease roll effort, since with a standard hang channel or plates, as soon as the craft is banked, the load is trying to self-centre, owing to the offset between the keel and the hang point position. Allowing the unit to rotate will mean the load is always directly under the keel.

Obviously, the unit can be used for either free flight or triking and I predict that all 1982 gliders will have a device like this one as standard. It's not something which can be sold as an accessory since it needs designing around the glider itself and will need to be fitted during manufacture.

### Floating

Every manufacturer has had prototype models which sported amazing glide and min sink characteristics, but the main reason for them not appearing as production wings frequently seems to have been an inability to steer the damn things. Perhaps standard floating hang points will help.

Anyway, it's now up to manufacturers to produce or criticise the idea, and I'll not be surprised to know that the device has already been made somewhere in the world.



# Inexperience hurts

HALF the hang glider pilots who had accidents last year were inexperienced, writes DIANE HANLON.

In her 1981 accident report, the BHGA's accident investigation and prevention officer warns inexperienced pilots not to accept more than one risk at any time.

Meanwhile, this year she reports a fall in the proportion of accidents through stalls — lack of airspeed is still the biggest killer in hang gliding.

There were:-

- 131 reported accidents of which
- 112 were reported from clubs, and
- 19 reported from schools
- 2 fatal accidents
- 60 primary cause Inexperience
- 45 primary cause Stall
  - (21 in turns or wind gradient.
  - (5 prone conversion
  - (4 downwind
- 25 primary cause Misjudgements
  - 13 bottom landing
  - 9 top landing
  - 10 unfamiliar with glider
  - 3 others
- 19 primary cause Turbulent or gusty conditions
- 12 primary cause Obstacles.
  - 8 cars, buildings or hang gliders
  - 4 power lines
- 7 primary cause Airframe failure
  - 3 aerobatics
  - 1 tang
  - 1 sail
  - 1 cross-tube junction box
- 5 primary cause Ground loops
- 4 primary cause Rotor
- 3 primary cause Incorrect tuning (2 hang points)



Diane Hanlon

- 2 primary cause Water landings
- 2 primary cause Involuntary parachute Deployments
- 1 primary cause Tow gliding
- 31 accidents occurred in gusty or turbulent conditions.

## Fatalities

**Terence Joyce.** Milk Hill, April 12 5.30pm  
Wasp Falcon IV prone P.1.  
**Cause:-** Stall prone conversion. Suffered head injuries.

**Andrew Redfern.** Nr. Merthyr Tydfil September 29 12.00 noon. Vortex 120 seated  
Training with Ibis Hang Gliding School, South Wales.  
**Cause:-** Stall down wind and side slip. Suffered chest, neck and head injuries.  
**Comments:-** The bar position was 6-9 inches higher than normal. The tip struts had been removed for training purposes. The weather conditions were questionable.

Tip struts should NEVER be removed from any glider.

## Summary

**Inexperience** still accounts for half our accidents. Never accept more than one risk at a time:- new glider, new site, new flying position or different weather conditions.

## On sites

Familiarise yourself with a new site, check top and bottom landing areas, they look different from the air. Note sloping fields, telegraph and power lines, buildings, walls, fences and boulders. Talk to pilots who have flown the site before, but beware of the "doddle" or "piece of cake" guys. What's easy for them may not be for you.

## On hang gliders

A big problem has been the better glide angle of new kites surprising many pilots.

Handling characteristics vary from glider to glider. When purchasing a new or second-hand one, discuss these — and how they may differ from the hang glider you used to — with the manufacturer or an experienced pilot whose advice you respect.

## On prone conversion

Learning to fly in the semi-prone position seems to solve those dramatic orientation problems.

If you learnt to fly seated its a different matter. Ensure you know your hang glider so well that your reactions are instant and natural. Ensure you have flown the site many times, with both top and bottom landings, and finally ensure the weather conditions are smooth. Before going prone you should be proficient at soaring and top landing, enabling you to take off from a high site with plenty of room, giving you time to get away from the hill semi-prone if necessary. Maintaining airspeed and controlling the glider is more important than finding the stirrup.

Before you actually fly prone, practice by dangling in your harness, maybe in the garage, getting in and out of the prone position and weight-shifting. It's a good time to ensure that it's adjusted correctly and feels comfortable.

Continued on p28

## 1981 Accident Catalogue

The following accidents and summaries are extracted from the full 1981 catalogue and form a cross-section of those reported. They are intended as a cautionary word to pilots rather than a full documentary record.

As usual, there are apparently "minor" incidents which caused serious injury and some potentially serious accidents in which pilots escaped relatively unscathed. Accidents can happen to anyone. The full catalogue is available through the Taunton office. Phone for details.

Glider	Date	Site	Exp	Weather	Injuries	Summary	Glider	Date	Site	Exp	Weather	Injuries	Summary
Cyclone Prone	11/1	Hay Bluff, Hay-on-Wye	8 yrs	Smooth 6-8mph	Broken Ankle	Foot caught in rabbit hole on good stand-up top landing	Silhouette Prone	4/5	Lord's Seat	p.1 10 mths	Turb 16-40mph	Bruised & dazed	Pilot: flying between squalls. Radical 360°. Entered steep dive, rotated into wind tucked, airframe failed.
Chargus Cyclone Prone	8/2	Southern Down Porthcawl	2 yrs	Turb, gusty 15-24mph	Nil	Lack of discretion. Stalled onto cliff face	Vortex 120 Prone. Windhaven parachute	21/6	Leck-hampton	P 4 yrs	Smooth 15 mph	None	Involuntary parachute deployment Pilot and h/g landed intact.
Lightning Prone	10/2	Devil's Dyke	6 yrs	Smooth 15-18kts.	Nil	Inverted attempting wing-overs mid-air failure	Silhouette Seated	21/6	Lord's Seat	P.1 1 1/2 yrs	Gusty 18 mph	Sprained ankle	Flew into elec. cables. Tail slipped to ground after fusing supply.
SST100B Seated	8/3	Knock Hill Kieith	1 yr	Gusty 18-24mph	Broken Ankle	Lack of penetration. Blew back. Ground-looped. Misjudged h/g potential. Incorrect hang point.	Super Scorp. Prone	23/5	Titlington Pike, N'land	P1 8 mth	Gusty 16-18 mph	Unconscious 5 mins.	Scratching close to hill. Wing tip struck.
Vortex Birdman Cherokee Prone	16/3	Devil's Dyke	0	Smooth 5 mph	None	Landed on pub roof. Borrowed hang glider. Misjudged handling characteristics. Landed in sea.	Wasp, Gryphon	29/6	Westbury Hill		Crosswind Strong	Unconscious	Pilot executing 360° side slip. Stall. (Spiral dive)
Spirit Prone	29/3	Cayton Bay N. Yorks	1 yr	Smooth 20mph	Broken arm, Cut face	Wing lifted on take-off off turning h/g to crash d/ wind. Using two wire men	Modified glider Prone	5/9	Nont Sarah's H'field	P.1	10-15mph X the hill	Serious head injuries	Tip stall, flying along the ridge.
Lightning Prone	24/4	Beachy Head	2 1/2 yrs	Smooth 25mph	Broken arm. Serious INTERNAL bruising.	Whipstalled. Forward tumble. Inversion. MIDAIR FAILURE	Cirrus 3 seated	29/3	Dungavel, Lanarkshire Elem.	2 mths	20 mph	Broken wrist	Taught by friend. Stall
Super Scorp Prone	2/5	Scousburh Hill,	p.1 2 1/2 yrs	Smooth 14-16 knt	2 breaks in leg. Dislocated elbow	Inexperienced. Soaring, stalled below hill.	Solar Storm Prone	19/8	Butser Hill	4 wks.	14 kts. Smooth	None to pilot. Cheek-bone of spectator	Wingtip struck spectator on top landing.





## Salvador Dali goes hang gliding?

Steve Thompson snapped this shot of a "melted" glider at Wether Fell

# Power training?

BHGA training officer Bob Harrison will recommend to council the adoption of guidelines on the use of dual powered hang gliders for ab initio training of hang glider pilots.

The recommendations come in response to a council request for an urgent appraisal of the value of trikes in free-flight training and reflect the findings of the inquiry into the death of Howard Edwards.

They state:

- The aircraft should be amply strong, airworthy and approved for the job.
- Students should be well-protected and a parachute system used.
- The pilot should be suitably qualified and weather conditions should be suitable.
- The prone trike should be flown only by experienced pilots and not be used as a two-person aircraft, particularly with students on board.

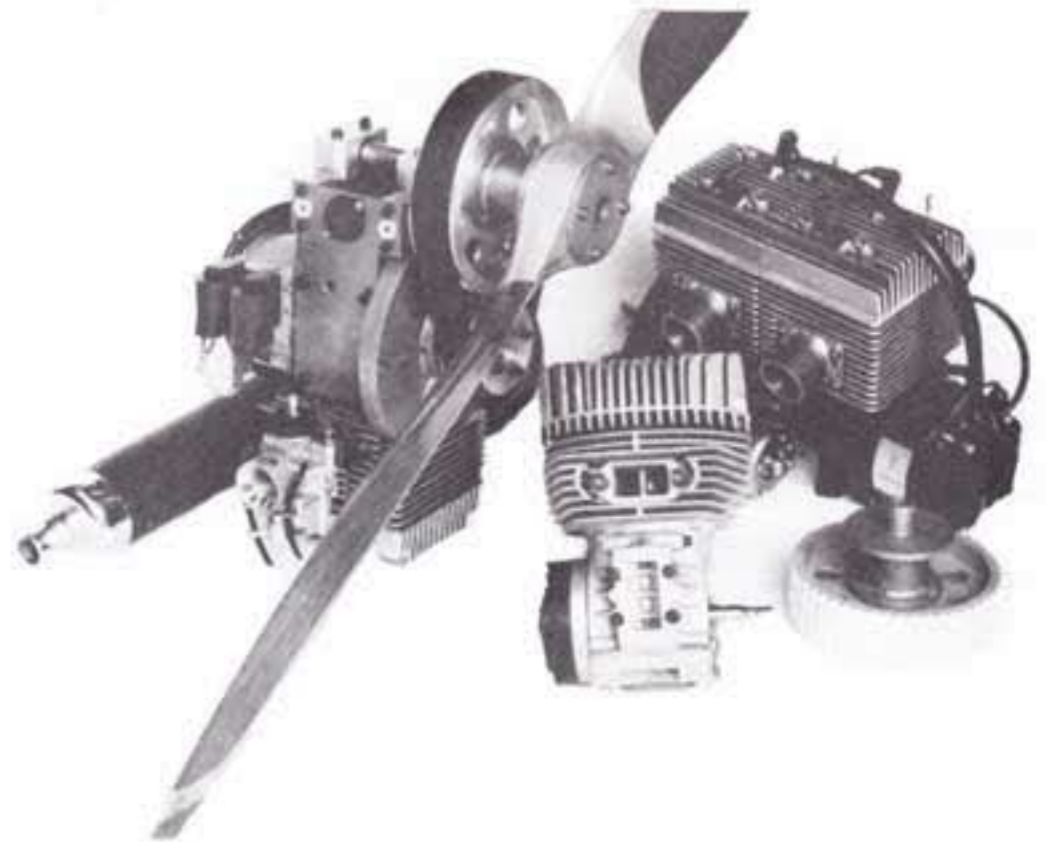
Glider	Date	Site	Exp	Weather	Injuries	Summary
Atlas TOWING	25/8	Somerset	2 yrs	2mph	Fractured pelvis. Broken ribs and thumb sprained wrist	Hang glider locked out bringing pilot to ground rather quickly
Vortex (110) Seated	28/9	Hants	Pre P.1	5 mph smooth	Strained thigh	Seated harness straps caught on protruding screw. H/g drifted to left without taking off.
Hiway Super Scorpion Prone	23/10	Devil's Dyke	4 yrs P.	10-12 mph Smooth	None	Misjudged B/landing hit power lines.
Hiway Demon Prone	7/10	Devil's Dyke	4 yrs	—	None	Involuntary parachute deployment pilot and glider landed in trees fell to ground
Phoenix 8 Prone	30/10	Meol Accre N.Wales	2 yrs	17-22 mph	2 broken arms	Ground-looped immediately after top landing
Atlas Prone	7/11	Mendick Hill, West-Lynton	P	Light	Fractured wrist, cuts, bruising	Collided with a wall on landing. Helmet saved pilot from serious injuries
Flexiform Skyline	8/11	Bunster		Light	Broken ribs, compressed vertebrae	Converting to prone. Stall near hill
Hiway Super Scorpion Prone	5/12	Dunstable	1yr P.	30mph Gusty	Minor concussion and back injury	Inexperience in prone. Went into 360 landed d/wind.
Sigma (12mtr) Prone	20/12	S.W.Wales coast	1½yrs	Nil	None	Landed in sea. first flight on this glider which is still in the Atlantic somewhere! Great difficulty releasing Karabiner.
Storm Med Prone	16/3	Bratton	6 mths P.	12 mph turb.	None	Stalled into power lines. Turn.



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## Last month's solution

The winner of June's puzzle was Ian Carrington-Smith, of Dormansland, Surrey. July winner next month.

## COSMOPOLITAN



### The Wings! round-up of overseas news

## FRANCE

### Coupe Icare Icarus Cup

THE first European open two-person hang gliding championships are scheduled for St.Hilaire du Touvet from September 7 to 12.

The competition is to be run under FAI and Fédération Française de Vol Libre auspices with general rules as for the European championships at Millau.

The site is the one used for the 1979 world championships and entries can be accepted up to August 15 (notification came very late to Wings!).

Tasks include open distance and fixed route XC, max duration and spot landing.

Teams should have a minimum weight of 120kgs and should apply now with 250FF to Syndicat d'Initiative, Coupe Icare, 38 270 St.Hilaire du Touvet. Tel (76) 08 30 08.

## INDIA

### Himalayan comp?

HOPES are rising that the Himalayas could provide the venue for perhaps the most spectacular international hang gliding competition ever.

John Bowman, of the North Yorkshire Sailwing Club, first fostered the idea when he was living in Bombay and negotiations are continuing under the auspices of the Western Himalayas Hang Gliding Association.

Also involved in the project is American competition boss Keith Nicholls and likely date is next June.

John, who in his early days in India was elected President of the All India Hang Gliding Federation one drunken evening, is very enthusiastic about flying conditions in the country which should lend themselves to big distance out-and-return pure thermal tasks.

And the event promises to be quite a social experience too, with the sport regularly attracting big local audiences. Folklore has it the Tibetan lamas were flying hang gliders 200 years ago!

### Fingers burnt?

STILL in India, some pretty big business sponsors are hiding their blushes at the moment after a world microlight distance record attempt that never was.

Major Krishna Prasad of Pune announced plans last year to fly 5,300km. from Srinagar to Colombo in Sri Lanka and attracted extensive sponsorship on that basis. Now, with a reported four spanking new microlights sitting in his hangar but nothing else to show, the major's sponsors are said to be taking strenuous steps to get their money back.

With the wind from Srinagar to Colombo!

Indian Press publicity for the major

## USA

### Distance record

A NEW official open distance XC flexwing record has been set by Robert Thompson on a Comet 165.

The FAI has ratified the 228.53km (143 mile) flight on June 29 from Jerome to Pinion, Arizona. The unofficial record still stands at the 168 miles set by Jim Lee, winner of this year's Owens Valley Classic, in New Mexico last year.

### Brock's reply

PETE Brock — boss of Ultralite Products — tells Wings! he is unlikely to take legal action against Britain's Airwave Gliders for alleged breach of contract when the Isle of Wight firm broke links with the Comet manufacturers.

The Airwave position — as told in June Wings! — is that no contract was ever signed because Brock went back on an initial verbal agreement.

Brock told Wings!: "Right now we are just too busy to pursue anything. I think that if they paid off the amount that's due we would leave it on that basis."

Just how much, if anything is still to be paid is again open to dispute by Airwave. Brock rejects the British claim that he was not notified of American improvements to the Comet, saying the Owens Valley Racer — subject of the controversy — was a "one-off competition glider utilising exactly the same sail cut as a basic Comet. He accused Airwave of by-passing established distribution networks in Europe, an inevitable result, says Airwave, of the geographical isolation of Europe where the UP coverage is scant.

Brock concludes: "Our position basically is that we simply have no reason at all to disagree with Airwave. We set them up because we wanted someone to handle our products over there. There would be no reason at all for us to discontinue or not to be successful."

## DICTIONARY

CONTINUING Michael... guide for the itinerant hang glider pilot.





# PRIZE CROSSStubeWORD

SOLUTIONS to Stan Abbott, 72 Hartley Avenue, Leeds LS6 2LP by September 7. Sender of the first correct entry opened wins £10 credit from Mainair Sports. You can photocopy the grid or write your solutions clearly if you don't want to cut up your Wings!

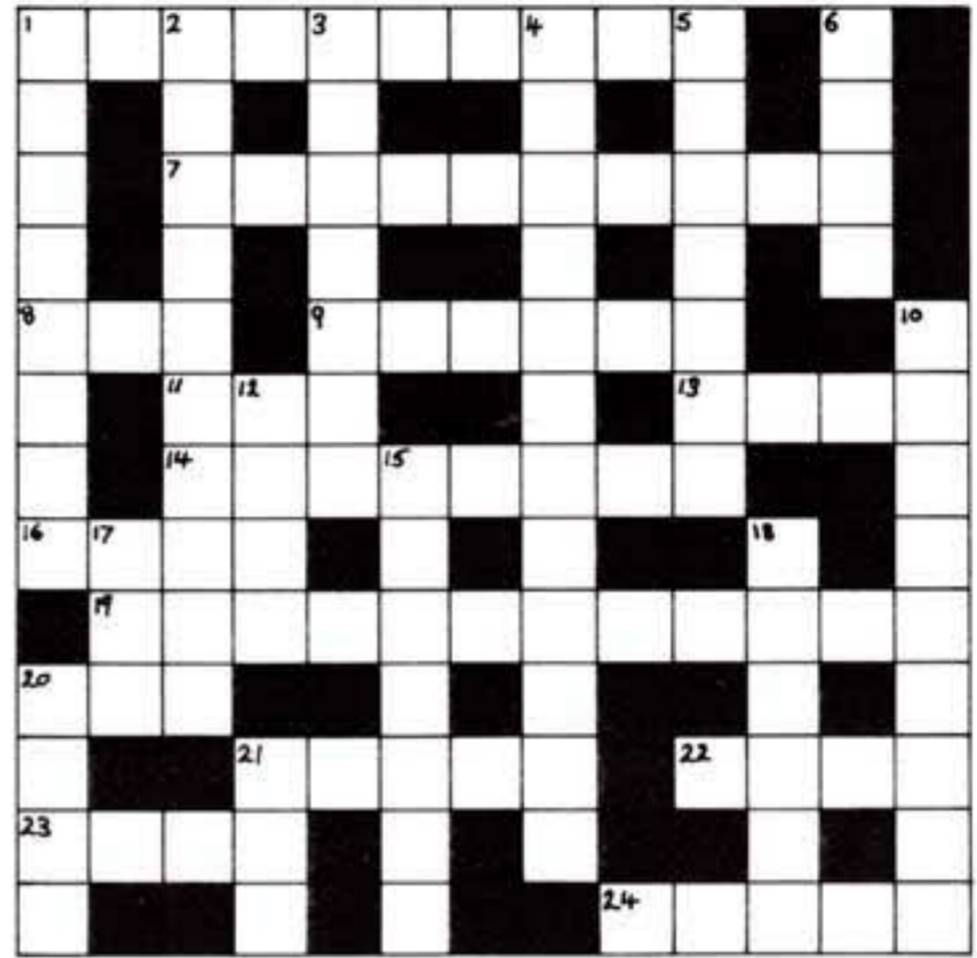
## No.11 by Ray

### Min Sink

- 1 This year's are the fifth. (10)
- 2 Two G's on the scale. (10)
- 3 Like legal action against female (3)
- 4 Turning point of beer drinker (6,4)
- 5 Much about nothing. W.S. (3)
- 6 "Dine" with backward girl. (4)
- 7 "Sled news". Vulgarly. (8)
- 8 A break in events. (Bury, church outpost) (12)
- 9 Communist colour (3)
- 10 "Root B" to mechanical aid (5)
- 11 More holier than —? (4)
- 12 You don't want to land in this kale. (4)
- 13 Overdue air cooling rate. (5)

### Luffing

- 1 Caledonian high point (8)
- 2 From where double surface jaws cometh. (3,7)
- 3 Colourful border for the glory. (7)
- 4 The stage between P1 and P2. (12)
- 5 Les Need. Pointed, island landmark (7)
- 6 Tugs bring more wind
- 7 A story out of league pilot's log book, maybe (9)
- 8 Catching Dee in net causes hollow in surface (4)
- 9 Bar duel makes for longer life (7)
- 10 Untruth (3)
- 11 Take-off point for leading American clergyman (6)
- 12 (See 9 Min Sink)
- 13 Diminutive salesman (3)



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ENGLISH	FRENCH	DUTCH	SPANISH	ITALIAN	GERMAN
HARNESS	HARNAIS	HARNAS	ARNES	IMBRAGATURA	LIEGEGURT
KNEE HANGERS HARNESS	HARNAIS A PATTELETTES	KNIE—BANDEN HARNAS	ARNES DE RODILLERA	IMBRAGATURA CON GINOCCHIERE	KNIEHANGERGURT
STIRRUP HARNESS	HARNAIS A TUBE	HARNAS—STIRRUP	ARNES DE ESTRIBO	IMBRAGATURA CON PEDALINOLIEGEGURT MIT STIRRUP	
PRONE	COUCHE	PRONE LIGGEND	PRONO	PRONO	LIEGEND
SUPINE	COUCHE DOS	SUPINE	SUPINO	SUPINO	SURPINE
SEATED	ASSIS	ZITTEND	SENTADO	SEDUTO	SITZEND
HELMET	CASQUE	HELM	CASCO	CASCO	HELM
INSTRUMENTS	INSTRUMENTS	INSTRUMENTEN	INSTRUMENTAL	STRUMENTAZIONE	INSTRUMENTE
VARIOMETER	VARIOMETRE	VARIOMETER	VARIOMETRO	VARIOMETRO	VARIOMETER
ALTIMETER	ALTIMETRE	HOOGTEMETER	ALTIMETRO	ALTIMETRO	HOHENMESSER
COMPASS	BOUSSOLE	KOMPAS	BRUJULO	BUSSOLA	KOMPASS
AIR SPEED INDICATOR	VENTIMETRE	AIR SPEED METER	ANEMOMETRO	ANEMOMETRO	FESHCHWINDIGKEITSMESSER
KARABINER	MOUSQUETON	CARABYN—HAAK	MOSQUETON	MOSCHETTONE	KARABINER
RIGGING	KEPILAGE	RIG	DESPLGAR	APERTURA	AUFBAUEN
PACKING DE—RIGGING	REPLIAGE	PACK	PLEGAR	CHIUSURA	ABBAUEN
TO PUSH, TO PULL	POUSSER, TIRER	DUWEN, TREKKEN	EMPUJAR, PICAR	SPINGERE, TIRARE	STOSSEN, ZIEHEN
TURN	VIRAGE	BOCHT	GIRO	VIRT	DREHEN
SOARING	VOL DE PENTE	SOAREN	VUELO DE LADERO	VOLO DI PENDIO	SOAREN
CROSS COUNTRY	VOL DE DISTANCE	OVER LAND VLIEGEN	CAMPO A TRAVES	VOLO DI DISTANZA	UBER LAND FLIEGEN
LIFT	ASCENDANCE	DRAAGKRACHT	ASCENDENCIA	ASCENDENZ	LIFT
MAXIMUM GLIDE	FINESSE MAX	GLIDE MAX	MAXIMO PLANO	EFFICIENZA	HOCHSTGESCHWINDIGKEIT
SITE	SITE	PLAATS	LUGAR	POSTO—LUDGO	SEITE
DESCENT	DENIVEL	HOOGTEVERSCHIL	DESNIVEL	DESLIVELLO	HOHENUNTERSCHIED
TAKE—OFF	DECOLLAGE	STARTEN	DESPEGUE	DECOLLO	START
LANDING	ATTERRISSAGE	LANDEN	ATERRAZAJE	ATTERRAGGIO	LANDUNG
TAKE—OFF RUN	ELAN	START SPRINT	CARRERA DE DESPEGUE	DECOLLO	STARTGESCHWINDIGKEIT
POWERED FLIGHT	VOL MOTORISE	GEMOTORISEERD	VUELO CON MOTOR	VOLO MOTORIZZATO	FLIEGEN MIT MOTOR
TOWING	VOL TRACTE	VLIEGEN SLEPEN	VUELO DE ARRASTRE	VOLO A TRAINO	SCHLEPPFLUG
SPOT LANDING	PRECISION D'ATTERRISSAGE	DOELLANDING	PRECISION DE ATERRAZAJE	PRECISIONE IN ATERRAGGIO	PUNKET LANDUNG
TANDEM	BIPLACE	TANDEM	DOBLE MANDO	VOLO IN COPPIA	DOPPEL
THERMAL	THERMIQUE	TERMIEK	TERMICA	TERMICA	THERMIK
SMOOTH	LAMINAIRE	RUSTIC	LAMINAR	LAMINARE	RUHIG
TURBULENCE	TURBULENCE	TURBULENTIE	TURBULENCIA	TURBULENZA	TURBULENZ
WIND	VENT	WIND	VIENTO	VENTO	WIND
WINDSOCK	MANCHE A AIR	WINDZAK	MANGA DE VIENTO	MANICA A VENTO	WINDSACK
AIR SPEED	VITESSE AIR	LUCHT SNELHEID	VELOCIDAD DEL AIRE	VELOCITA DELL ARIA	FLUGGESCHWINDIGKEIT
SPEED	VITESSE	SNELHEID	VELOCIDAD	VELOCITA	GESCHWINDIGKEIT
NOSE UP	CABREUR	NEUS OMHOOG	ENCABRITAR	CABRATO	SCHWANZLASTIG
NOSE DOWN, DIVER	PIQUEUR	NEUS OMLAAG	PICAR	PICCHIATO	KOPFLASTIG
WEIGHT	POIDS	GEWICHT	PESO	PESO	GEWICHT
LENGTH	LONGUEUR	LENGTE	LONGITUD	LUNGHEZZA	LANGE
LEFT	GAUCHE	LINKS	IZQUIERDA	SINISTRA	LINKS
RIGHT	DROITE	RECHTS	DERECHA	DESTRA	RECHTS
FRONT	DEVANT	VOOR	DELANTE	DAVANTI	VORN
BACK	DERRIERE	ACHTER	DETRAS	DIEDRO	HINTEN
UP	EN HAUT	OMHOOG	ARRIBA	ALTO	HINAUE/OBEN
DOWN	EN BAS	OMLAAG	DEBAJO	BASSO	HINUNTER/UNTEN
PYLON	BALISE	KEERPUNT	BALIZA	BOA	BOJE
WEATHER	TEMPS ATMOSPHERIQUE	WEER	TIEMPO ATMOSFERICO	TEMPO ATMOSFERICO	WETTER
TIME	TEMPS	TIJD	TIEMPO	TEMPO	ZEIT
PARACHUTE	PARACHUTE	PARACHUTE	PARACAIDAS	PARACADUTE	FALLSCHIRM





Photo Norman Lomax

## Meet the **MAGICIANS!**

### 1982 **1st League**

- 1st Bob Calvert
- 2nd Graham Slater
- 3rd Mike McMillan

### 1982 **Bleriot Cup**

- 1st Michael Carnet GB
- 2nd Tony Hughes GB
- 3rd Bob Harrison GB
- 4th Andrew Wilson GB
- 5th Mike de Glanville F

### 1982 Fosters **British Open**

- 1st Johnny Carr
- 2nd Mike de Glanville
- 4th Tony Hughes
- 5th Robert Bailey

Congratulations to Bob Calvert  
for a **MAGIC** 108 miles and to the British  
Blerlot Cup Team for a **MAGIC** performance



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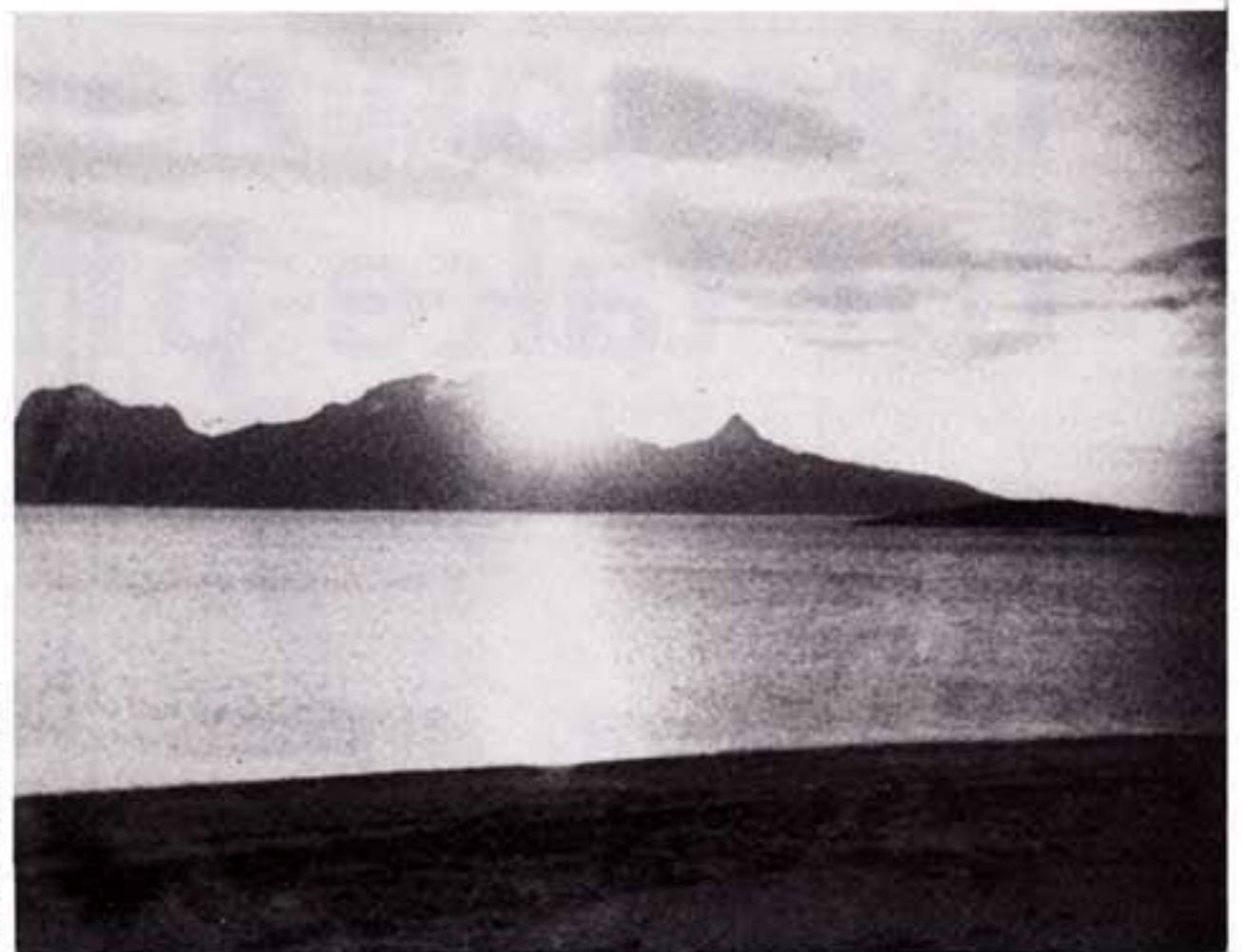
Magic I is BHGA approved  
Magic II is No British C of A



# Arctic flite!

THE northward drive from Bergen took the British team in the Midnight Sun Cup 32 hours. But when they reached Bodø an Arctic heat wave and the determination of the organisers to stick to one site made it less an international comp., more a sort of Midnight Mere. RORY CARTER reports.

Pictures — Patsy Carter



AS a holiday, the Midnight Sun Cup was only marred by having to fly a hang glider in nil wind. As a hang gliding competition it was disappointing.

Odd Johnson and the Bodø Hang Glider Club were very good hosts and had put a lot of work into the amenities of the landing area and had made good arrangements for transport to the top of the hill.

Had the conditions that greeted us on the practice day prevailed for the week, then all would have been well. On that day we were presented with a brisk northerly — cold, clear and very unstable. The goal that was to be so elusive for the rest of the competition was overflowed and returned from with ease by many pilots.

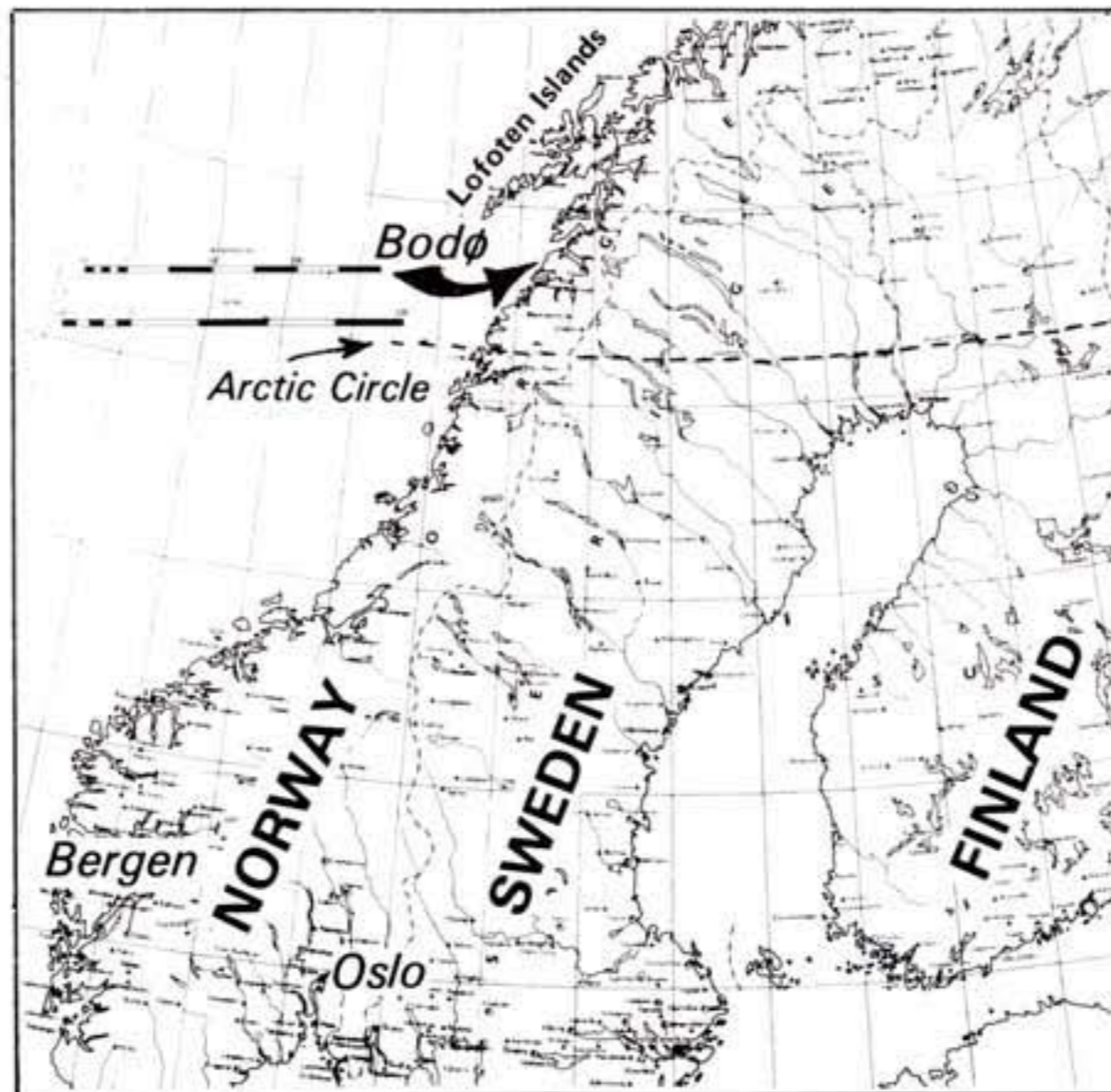
## Sunday

The first day's task was a race to a goal about eight kilometres northwards up the coast and over the shoulders of two mountains that sloped towards the sea. Nil wind, light drift from the north, light wafting convection — everybody was waiting for someone else to take off. On hearing rumours of a change of task to duration spot. Brian Godden and Phil Huddleston leapt off to glide as far as they could to establish the task. Chris Ellison took off half an hour later and with his excessively noisy vario established that it was just soarable.

As he watched five or six others scurry into the air, Chris decided to take the little height that he had gained and went for distance along the road. Although those that were now flying were gaining up to 100' above take off, nobody managed to take advantage of their height and Phil Huddleston still held the best distance.

Phil, Chris and Brian were shortly back on top of the mountain ready for another try before the window closed. All lift had by now disappeared and Len and I were left, along with 20 other pilots, with a glide along the road.

I was the only pilot to better



Phil's distance but he managed to fly another 10 yards past me two minutes later.

British team now placed: Phil 1, Rory 2, Brian 3, Chris 7, Len 10.

## Monday

Light easterly blowing at the back of take-off, duration spot task delayed until 1pm. Not a very exciting task.

British team now placed: Phil 1, Brian 4, Chris 6, Rory 8, Len 11.

## Tuesday

Light easterly, again another postponement until 1pm. This time the same XC as Sunday with a similar outcome — glide as far as you can along the road. This time conditions allowed pilots to get beyond the last sensible landing field. We each had two flights.

Brian, Phil and Chris got good scores, but not without incident — Brian somehow got a wet bottom and Phil lost his best distance by crashing into a strawberry patch.

Len and I contented ourselves with turning into the sensible landing field. Many others took to the trees.

## Wednesday

Competition delayed again due to very strong easterly, so the Brits decided to explore the easterly sites. Too late and too lazy to walk to the known easterly take-off, we chose another but the wind eased as we rigged. Phil and I both misjudged our take-offs and found the stunted birch trees quite soft.

Chris asked Len to give him a keel launch, but looked as if he wanted to change his mind just before Len gave him a last thrust into the air. He had a pleasant

## • Midnight Sun at the landing field.

20 minutes thermalling before sinking out of sight and landing in boggy tundra.

We retrieved our pilots and our dignity as a light sea breeze filled in and another duration spot task was called. Just to make sure that not too many pilots flew for too long — for it was now soarable on top of the mountain — they put a pylon a half mile upwind to which you had to fly directly from take-off.

Phil and Chris did extremely well by being two of the three pilots who managed to scratch back to the top and stay there until the time limit of 45 minutes.

## Thursday

Same task as Wednesday, but nobody managed to get back up the mountain. British team now placed: Phil 1, Chris 6, Brian 8, Rory 9, Len 16.

There was no more competition because on Friday and Saturday the easterly winds blew all day. However Len, Brian and I had a pleasant couple of hours flying the easterly site at 7am. Saturday morning. We were going to fly all night except we were too busy fishing, windsurfing, barbequeing and relaxing in the Midnight Sun — and you've got to sleep sometime even if the sun does keep shining.



• Brian Godden shows off the plastic baby pants he won for getting his bum wet.



# Dragon set for take-off

BRITISH Air Ferries is forming a subsidiary — Dragon Light Aircraft — to design and manufacture a purpose-built two-seater micro-light training aircraft.

It shall be built "to the highest aeronautical engineering standards" at the

## The last word?

THE break-up of John Clarke's Sabre glider after it tugged on a parachute test flight would have happened to any Rogallo/trike combination.

This is the reassuring conclusion of Peter Lovegrove, technical editor of Flight Line. Pictures in December 81 Wings! show how the wing tips of the unit, suspended beneath a Skymaster parachute, were flying while the forward part of the wing was well stalled, producing a "couple" in engineering terms.

Once released from the parachute the unit was free to react to this couple and flew in a circular path in which centrifugal force added to the weight of the machine snapped the leading edges once it was inverted.

It would require "very exceptional circumstances" to reproduce the effect in normal flying, he argues in the magazine's May/June issue.

company's base in Cardiff, by licenced aircraft engineers. A comprehensive test programme is planned with BAF's own pilots and a selected group of qualified test pilots.

Dragon plan to produce and evaluate five prototype aircraft, including tests to destruction prior to full production, with public launch planned for the Farnborough Airshow in September.

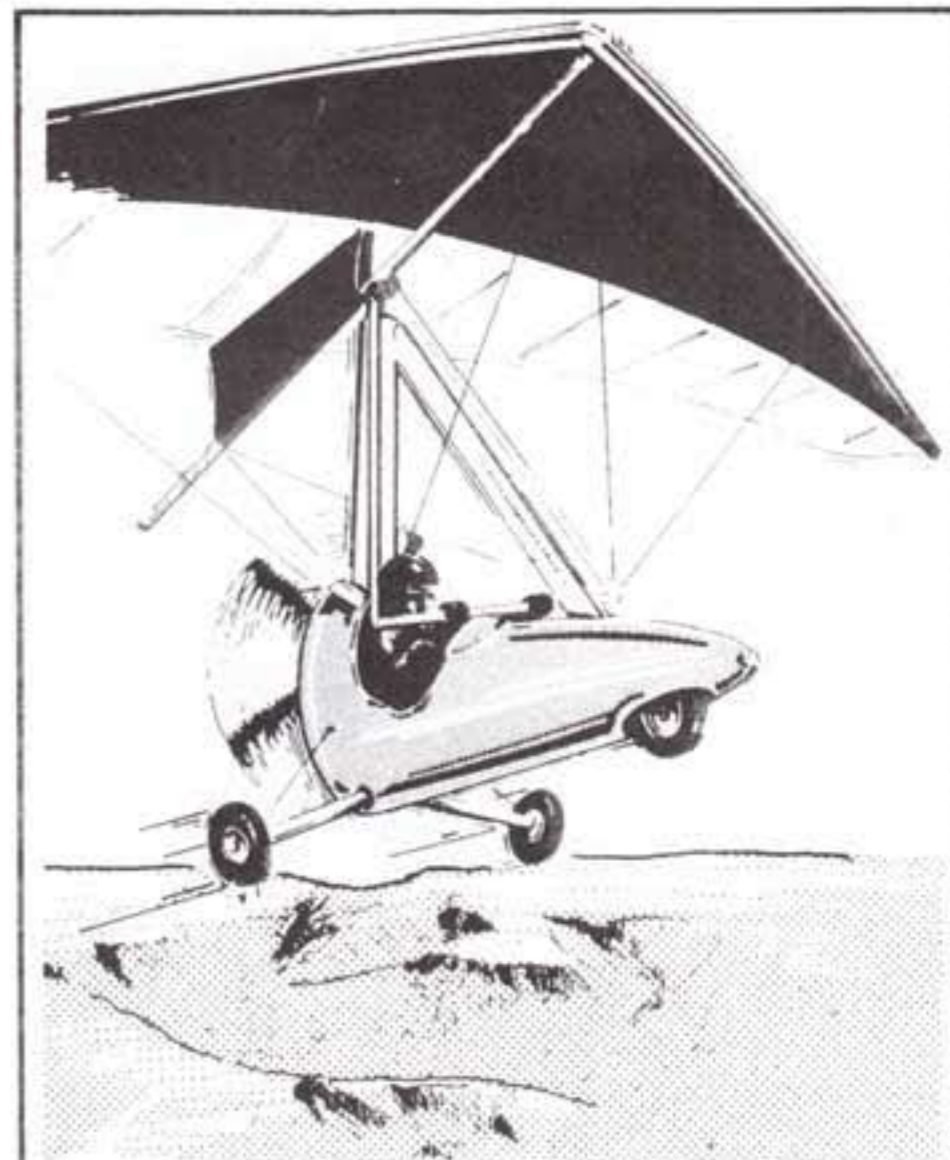
Dragon have budgeted for an initial production run of 1,000 aircraft and hope to announce dealership arrangements soon. "We are currently in negotiations with one of the leading names in general aviation and flight training," said director R.M. Keegan.

"We have noted with great interest that, to date, there are no microlight aircraft in existence that can satisfy the demands of a flying club: long term engine and airframe reliability, pilot comfort and proper training layout.

"We have decided to use a four stroke engine with slow revving props to counter this problem."

Among those working on the project is Bill Brooks who helped design prone trikes and towing systems with the late Howard Edwards.

The success of the venture in selling the machine to aeroclubs looks set to pose another long-term threat to the membership of the British Microlight Aircraft Association.



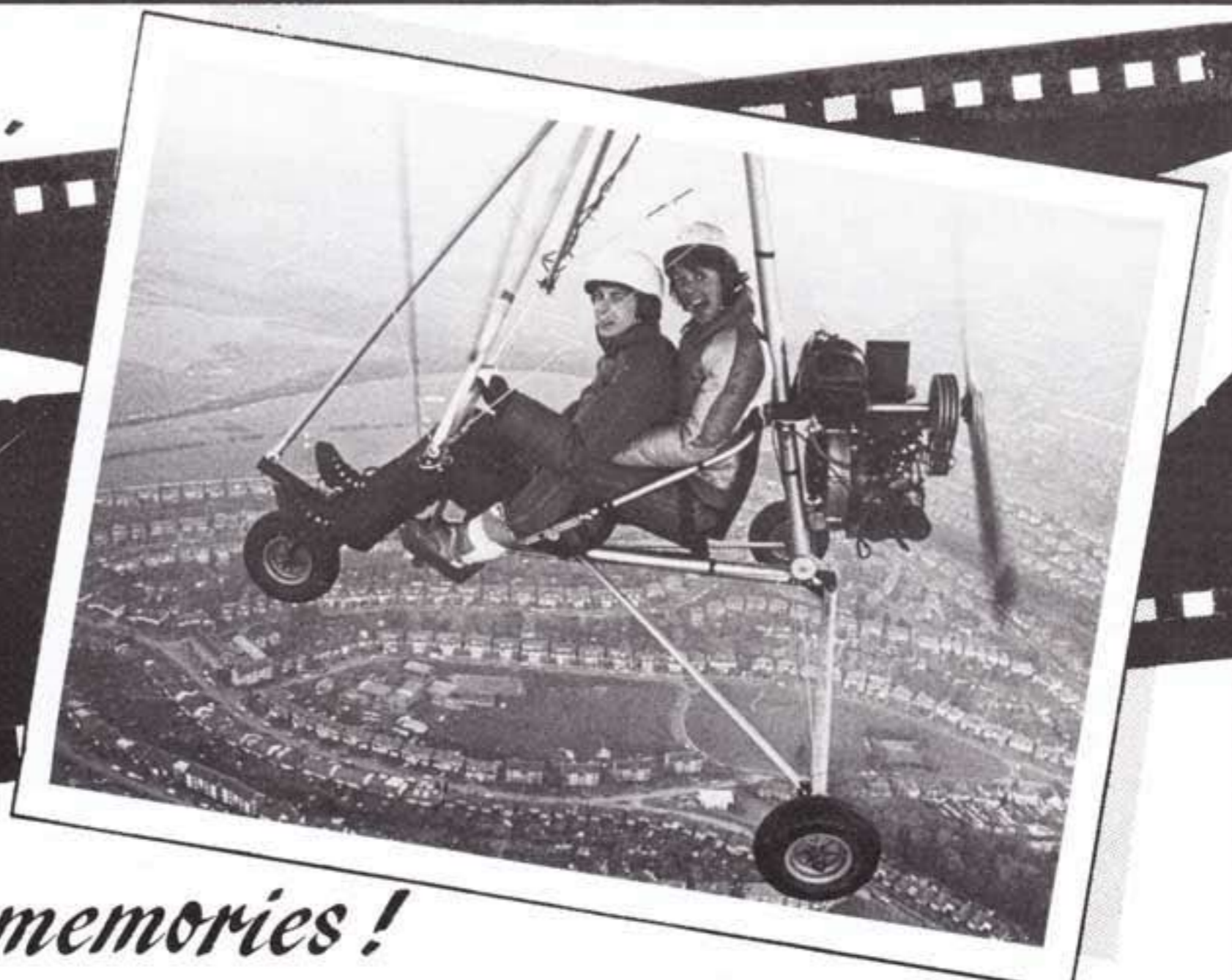
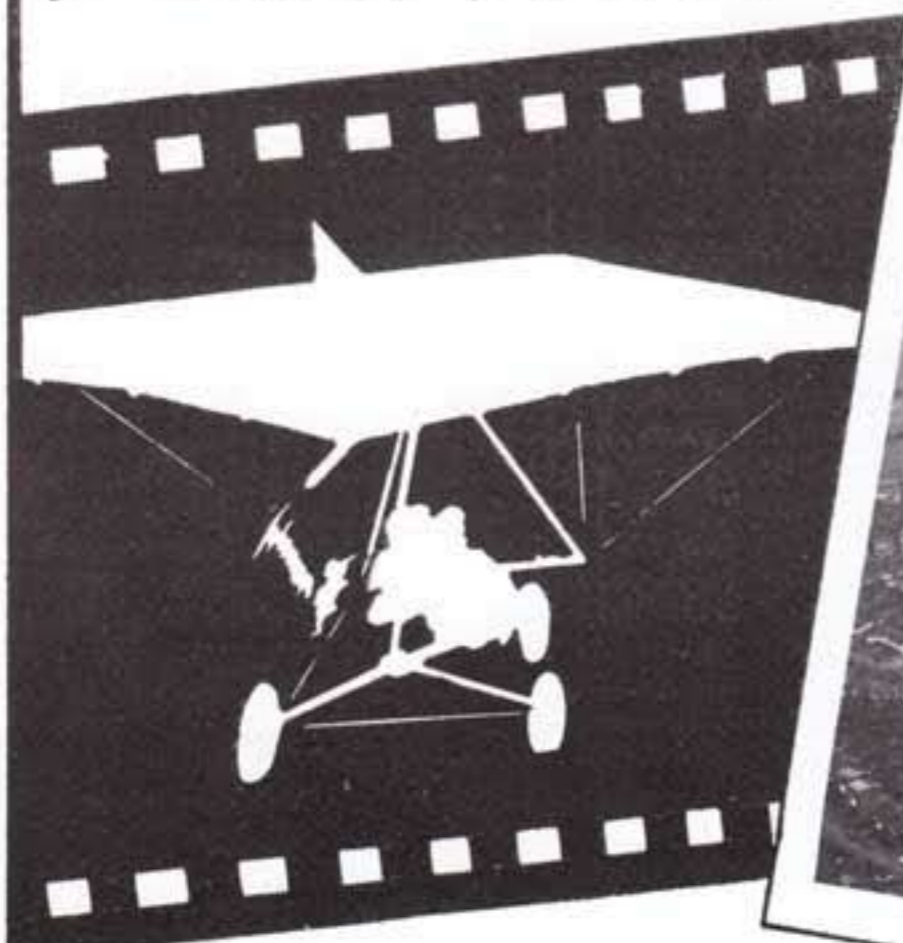
## High trier!

ABOVE is an artist's impression by Dave Worth of the Mainair Tri-Flyer Challenger which Bob Calvert aims to pilot to more than 20,000ft in the autumn.

The carbon fibre and Kevlar cockpit is being built in Lancashire by the Fotherfull and Harvey aerospace company.

The unit — in which the pilot will lie supine — will be powered by a 440cc twin.

# PUMA.....

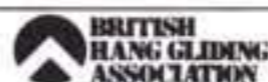


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# Power Power Whoops-a-daisy!

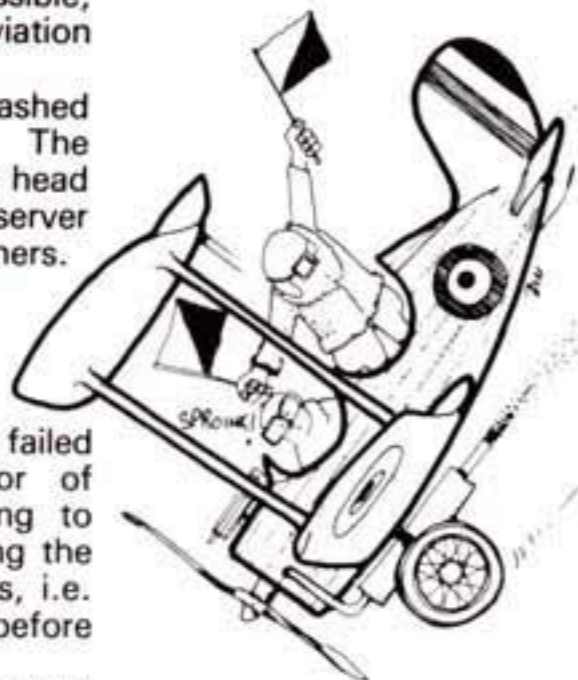
PIONEER aviators were having crazy mishaps long before trikes were invented, as these extracts from the December 1917 records of the Royal Flying Corps show. Thanks to Wing Cmdr. Jeremy Saye for finding them and to Jes Flynn for refinding them.

## Resume of Accidents

### Avoidable accidents

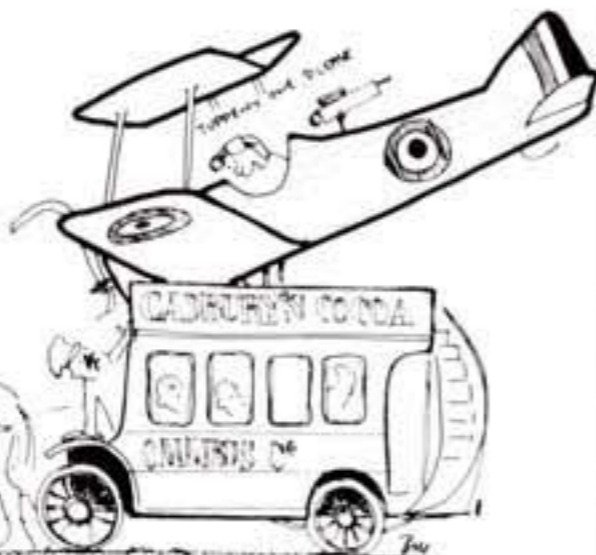
a. The pilot of a Shorthorn with over seven hours experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible, as recommended in the Aviation Pocket Handbook.

b. A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners.



c. Another pilot in a B.E.2 failed to get airborne. By error of judgement he was attempting to fly at midday instead of during the recommended best lift periods, i.e. just after dawn and just before sunset.

d. A Longhorn pilot lost control and crashed in a bog near Chipping Sodbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 m.p.h. between top speed and stalling speed.



e. Whilst low flying in a Shorthorn, the pilot crashed into the top deck of a horse-drawn bus, near Stonehenge.



f. A B.E.2 pilot was seen to be attempting a *banked* turn at a *constant* height before he crashed. A grave error by an experienced aviator.

b. Sixteen B.E.2s and 9 Shorthorns had complete engine failures. A marked improvement over November's figures.

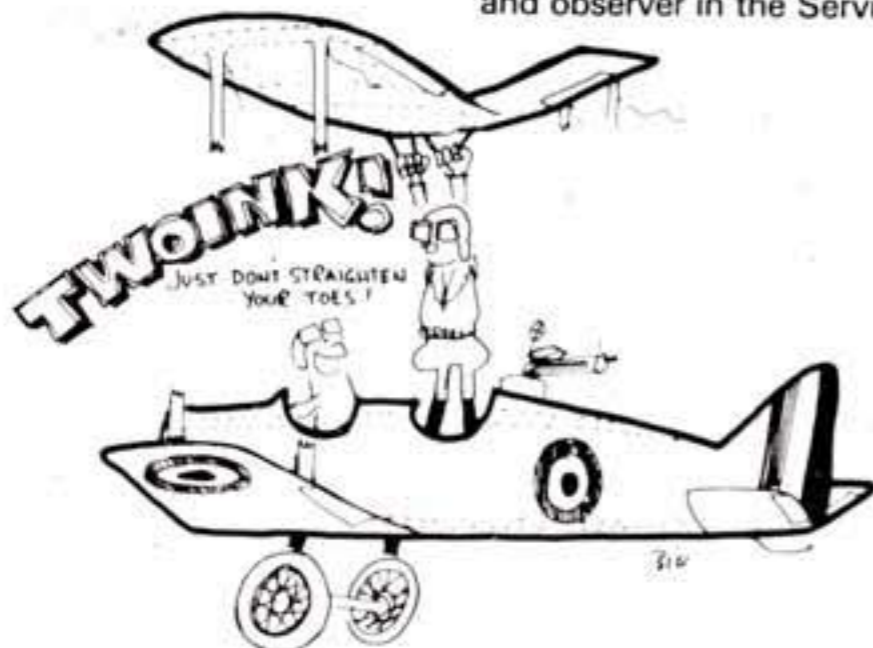
c. Pigeons destroyed a Camel and two Longhorns after mid-air strikes.

### Cost of accidents

Accidents during the last three months of 1917 cost £317/10/6 — money down the drain and sufficient to buy *new gaiters* and *spurs* for each and every pilot and observer in the Service.

### Unavoidable accidents

a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.



## A QUICK FLASH!

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# DON'T FLY!

National sites officer DAVID BEDDING argues for a responsible response to the Mill Hill flying ban.

THE substance of BHGA representations, to all who can influence hang gliding, is that you — the fliers — are responsible people.

In my experience it is accurate — in particular in relation to the law. There have been very few prosecutions of hang glider pilots in Britain. Where there have been prosecutions, they have been related to unclear and unjust laws. Unjust laws are sometimes not laws at all.

Hang gliding harmonises incredibly well with other people's interests. We have very occasional "people" problems, but they are only associated with hang gliding because we are very easily identified as pilots. The pleasure of hang gliding are so "mind bending" as to totally preoccupy us — we have neither the energy nor the inclination to indulge in activities that offend the law.

Mill Hill could be the exception — but we must not allow it to be. There we have a byelaw that clearly makes it illegal to take-off in a glider. It is an unwelcome law. It is probably an unjust law, but is not unjust in a way that allows our law courts to rule it invalid. Our only responsible course is to persuade Adur District Council to alter the law — or justify it.

The only reasons for the byelaw are enshrined in history. The only public inquiry ever held about hang gliding was at Mill Hill. That local public inquiry was only local — and was held when we were barely flying. We were at the beginning of it all, and were

unable to do justice to our form of sport and recreation. Hang gliding today is quite a different activity.

The results of that inquiry were barely conclusive, and really amounted to: "We have to decide something, and because the facts about hang gliding are not very clear, we'd better recommend a ban to be on the safe side."

If Adur council can now produce reasons for banning hang gliding, then we might accept them. It would depend on the reasons of course. No responsible hang glider pilot would wish to fly if this was going to cause nuisance of any substance to non-participants.

We have not yet persuaded the Home Office to accept that they should not approve any byelaw unless an authority has consulted in a reasonably democratic way. Efforts to persuade them will continue. We will succeed.

Our main efforts must be to help Southern club officers persuade Adur council to re-examine the byelaw. This should be in a responsible atmosphere. **We should not flout the law** if we expect Adur council to regard our representations as responsible.

If Adur prove unwilling to give our representations any consideration, and are unable to give good reason for this, then we will need to put more pressure on. There are many ways of doing this that are responsible, effective and legal. (The local Press has responded in the best traditions of good journalism in the past, and will no doubt continue to do so.)

It is only in the last resort that we should consider flouting the law at Mill Hill, and I hope and trust that it will never be necessary.

David Bedding

# The

BOB HARRISON and PAUL FARLEY, of the Welsh Hang Gliding Centre, test fly the Goldmarque Gyr intermediate glider.

THE Gyr, although a relative newcomer to the hang gliding world has been developed extensively over the last couple of years by Goldmarque sports of Pocklington, Yorkshire.

It is available in two sizes, the large 188 sq.ft. model for pilots over 10 stone and the 175 model for lightweights of 10 stone and under.

Unlike most other machines available at present, the Gyr was purpose-designed to fill the post-P1 to intermediate stage while still having a good enough turn of speed and light enough handling to interest experienced pilots unable to afford a CFX machine.

□ □ □

These features are available due to the use of an unusually high aspect ratio wing incorporating curved truncated tips, rather like the Alien. Also unusual for a purpose-built intermediate glider is the 30 per cent double surface sail and pre-formed battens, giving a greater turn of speed than equivalent single surface machines.

The light but positive handling in pitch and roll is aided by the use of a floating cross-boom and large keel pocket, and by the swivelling tips which lock up at the minimum desirable angle of attack. Two luff lines aid the pitch stability.

## NORTHERN GLIDER SALES

Look who's flying

# A Z U R



Picture by Steve Thompson shows Graham Hobson on his Azur.

Mark Silvester, League and Grouse Mountain; Graham Hobson, League and American Cup; Bob Calvert, League and American Cup; Pepe Lopez, World Champion, Japan and American Cup; Gerard Thevenot, first place Kossen, first place Lariano.

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# Goldmarque Gyr

## FLIGHT BRIEFS

The overall finish of the Gyr airframe is perhaps less attractive than products from the large manufacturers although this is well compensated for by the incredible attention to detail on the sail, which shames many other longer established sailmakers! The airframe is now fully anodised.

Rigging is very quick and simple utilizing a single pip pin to secure the control frame and another pip pin to lock back the cross boom wire, which is easy to pull back with the string supplied. The longest process, as with most modern gliders, is to slide in the battens and tip tubes which are secured by velcro and bungees respectively. The nose catch is a little crude although similar in design to the Hiway swan catch. It does appear to be very secure and easy to fasten.

Gyr 188: nose angle 126°, span 36ft., aspect ratio 6.89, Billow — zero. Gyr 174: nose angle 124°, span 34ft., aspect ratio 6.64, Billow — zero.

### Take-off

THE difference compared with other intermediate gliders when preparing for take-off is of course the wobble effect of the floating cross tubes.

To a new pilot it may seem off-putting but there is no need to be and after a short time it feels natural.

Otherwise the take-offs are perfectly normal.

### In flight

I WAS pleasantly surprised with its performance. The min sink is good and its speed range was larger than expected.

### Sink rate

I HAVE heard many stories of the Gyr sitting on top of the best modern min sink machines. I don't doubt the truth of the stories but I feel this has been due to conditions rather than a superior min sink rate.

### Speed and glide

TOP speed really did surprise me. It was a fast 47mph indicated air-speed, but at that speed of course the loss of height was quite marked, but fairly reasonable for its design.

At the slow end, min sink occurred at approx 13-15mph indicated air speed (slower than fifth generation machines, equal to third or fourth generation types). The min sink was fairly easy to distinguish by bar feel.

If the glider was slowed further it would enter a mush which became progressively worse and finally the nose would drop through — nearly at arm stretch. (I believe some Gyrs need more encouraging before the nose itself stalls).

### Handling

HANDLING at low speed caused no problems — the Gyr always felt stable, it had no yaw tendency and didn't give any hint of tip stalling.

As speed was increased I became aware of a very slight tendency for it to yaw, especially when correcting for turbulence. However it was only slight and could have been due to my inexperience on the machine.

### The pitch

PITCH control is light (lighter than the fifth generation machines) but

despite a reasonable amount of turbulence the bar pressure always remained positive at high speed.

### Roll rate

THIS was pleasant but not fast. It took time for the floating cross tubes to work especially when turning into lift. However, once the delay was overcome the turn developed quickly.

It should always be remembered that handling (especially roll) is relative and personal. A new pilot coming from a stable training glider would probably not notice the delay and yet be surprised how quickly the turn developed once the glider responded.

### Landing

I DIDN'T have the opportunity to land it in nil wind, but have observed on many occasions pilots doing so. Without doubt the Gyr needs room to land (especially on sloping ground) due to ground effect.

Otherwise, the glider behaves perfectly normally and is a pleasant lander. Never did it show signs of tip-stalling, despite its span.

### In conclusion

UNDOUBTEDLY a very nice hang glider with many strong attributes. It is designed for the intermediate market and if offers good handling and good performance at a remarkable price.

The manufacturer has done well. But just who is the Gyr suitable for?

Talking to other instructors who know the machine I tend to agree with them that P1 pilots should have a little soaring experience before they fly the Gyr. A wing span of 37' takes some getting used to for the inexperienced and it does need flight-planning ability to set up a suitable approach for landing.

Nevertheless, with care and extra, on-glider training an above average straight from the school pilot could well find it a lovely machine and one that he or she won't have to change after six months.

□ □ □

With more women taking up the sport, is it a ladies' glider? To be honest, the big disadvantage of the Gyr in this respect is its weight. It is solid, and although it isn't as heavy as the latest machines, feminine fliers may find the walks up hard work.

Gold Marke's John Bolton is currently waiting to see how lighter women handle the 175 Gyr and plans to design a small machine if the 175 proves unsatisfactory.

All in all an interesting and popular glider and one that shows signs of dominating a fair few clubs.

The price makes the Gyr an obvious choice at £635 inc. VAT for the large one and £595 for the small version. A charge of £20.00 per glider is made for deliveries out of the Yorkshire area. Even including this, the Gyr comes out £85.00 cheaper than its nearest, three-year-old design, rivals.

## Dan O'Neil

I would appreciate it if Wings! Magazine could dedicate some lines to the memory of Dan O'Neil who died flying a Mainair trike/Demon combination in his home town of Miami.

Dan was a friend and a fine man, he was known in the USA as a pioneer of hang gliding in the last ten years and more especially as someone who made a great personal contribution to powered flight.

After repairing the carburettor on the unit he took off from a small field beside the warehouse where his Company Frigate Aircraft operates from shortly after take-off he lost 40 per cent power.

Faced with the decision to throttle back or bank to avoid some power lines and a stand of trees he decided to bank. His left wing touched a tree, spun and flattened the machine which then dropped 35ft to the ground. He did 13 hours later of internal injuries.

Ian Butcher

## Eddie Horsfield

AS reported in May Wings!, Southern club coach Eddie Horsfield suffered a badly broken leg after the accidental deployment of his Sky-master parachute.

Solicitors for Eddie Horsfield ask us to point out that it would be incorrect to infer from the Wings! report that the pilot was warned he had the system incorrectly fitted when he took off.

and that he did not follow the instructions, provided.

"It is only common-sense to realise that in such a potentially dangerous pursuit as hang gliding, all precautions are necessarily taken by the pilots, especially one so experienced as our client."

Had Mr. Horsfield been so warned he would have heeded the warning. Wings! apologises for any embarrassment caused.

Star rating

Sail  
Airframe  
Rigging  
Performance  
Handling  
G/handling

KEY: \* \* \* \* Excellent, \* \* \* Good, \* \* Average, \* Poor, 0 Awful.

Ralph Bygott on his Gyr at the Foster's Open, Isle Wight — picture Steve Simpson





# It didn't LOOK promising...

THE wind being vaguely westerly, I went to Wether Fell with Dave Harrison and various others.

It was way off to the south, so off we went to Windbank and struggled to the top, only to find the wind off to the west. We flew down and went back to Wether Fell...

By this time, it was about 5.30pm and I thought it wasn't really worth the bother of rigging again. The sky was uniformly grey, the wind light, and still slightly off to the south. When I arrived, Dave had already rigged and was just taking off, so I reluctantly prepared for an hour or so's boring soaring, with the vague thought in the back of my mind that you sometimes get good wave in the evening at Wether Fell.

□ □ □

At first it was a bit scratchy and I thought I might go down. But Dave was well above me, and I couldn't have that, could I? Every time I hit some lift I thought, "It's the wave starting," and pushed the bar out, only to fall out of the other side of the large weak thermal a few seconds later. Realising that these were thermals, I began to work them as such a got on much better!

I was up level with Dave now, but only about 400ft above the top — not very exciting.

Meanwhile, some of the others were arriving and rigging up. Working odd bits of lift, mainly half ups, I eventually made it to 1,000ft. Then the left got a little better, and I was getting a steady 100ft per min up if I stayed in a certain spot and kept pushing out. I watched the altimeter gradually creep round to about 2,500ft.

□ □ □

I thought if I could just make it to 3,000ft I'd head off downwind and try to get to the next wave bar if there was one.

Dave was now way below me and I kept

**As reported last month, three pilots flew to a new British altitude record of approx. 9,500' ASL in wave over the Yorkshire Dales. JENNY GANDERTON writes:**

wondering why, and thought perhaps he was more interested in flying round admiring the view than patiently trying to get a high as possible.

Simon Murphy had taken off and was scratching about way below. "He's blown it," I thought. "He'll never catch up now."

The lift improved to about 200ft per min up, and 3,000ft came and went. And then 4,000ft. "I'll see how much higher I can get before I go for it," I said to myself.

The other two were still way below, although both were obviously climbing in the wave. I relaxed, admired the view and pushed the bar out.

Suddenly I looked round for Dave and Simon and, horror of horrors, they were above me! I must have dropped out of the back of the wave or something. The wind had felt very light until I tried to pull forward to get into the better lift and to my surprise found it very slow going.

I lost about 200ft but was eventually rewarded with a steady 4 to 5-up. The others were way above me now. I gradually caught up, but never quite got above either of them again.

□ □ □

I had set my altimeter to zero on top and to my amazement watched it go round and round till it stopped at 7,500ft! about 9,500ft ASL. Boy, was it cold!

We had ascended almost vertically above Wether Fell, in smooth very gentle lift: effortlessly. The view was amazing, with wispy bits of cloud way below us. Gliders and cars on the hill below were like tiny specks on the ground. One glider way below

looked as if it was parked on the hill, but in fact was 4,000ft ATO with its SEATED pilot!

Having topped out, I decided to head off downwind to try to get the next wave. There was no help from the sky — it was still uniformly grey. I encountered some sink, but nothing drastic, and eventually found some more weak lift having lost about 2,000ft.

At lift point, blood made its agonizing return to my fingers and I thought, "Oh no! I can't possibly go that high again — it's too cold!" The problem didn't arise, though, because I only regained about 500ft.

Then surprise, surprise, the other two caught up and we all continued together, helping each other to find the lift.

□ □ □

We found another patch of weak lift just before Leyburn, and worked it but did little more than maintain altitude. I felt as if we were almost down, but the altimeter still showed about 2,000ft ATO.

After that, we had a long downwind glide along Wensleydale, occasionally coming across patches of zero.

We all landed in the same field, just outside a village called Crakehall, conveniently near pub and phone, 24 miles from take-off. Some helpful children de-rigged the gliders for us while we thawed out our feet. We adjourned to the pub to await pick-up by Dave's girlfriend Karen, absolutely staggered by the experience of the flight. Thanks to Karen's efficiency we arrived back in Hawes just in time to be thrown out of the Crown at closing time!

Date — July 2  
Gliders — Jenny: Magic II  
Dave: Demon  
Simon: Magic

The map is a section of a full colour aerial projection by Contour Designs, of 15 Churchfield Road, Upton-St-Leonard's, Gloucester GL4 8AT which is available for £1.50 pp.



SEVEN-and-a-half-thousand feet? Twenty-four miles? Our wave flight can not be adequately described by a series of numbers.

Nor can the familiar terms like "coring", and "go-for-it" seem relevant. The flight was a collection of sensations which Steve Tilling described as "mystical", and which we will never forget.

*Apprehension* at taking off onto a breeze more than 45 degrees across the slope. *Nervous delight* at finding the ridge providing lift. *Exhilaration* upon contacting the wave.

A sense of *achievement* as I passed my previous best height gain. A mixture of *pleasure* and *regret* at overtaking Dave Harrison's Demon and waving a leg before easing on upwards. *Frustration* that Jenny Ganderton's Magic Two remained above me. *Triumph* when a shift in the wavelength allowed me to get insignificantly to the top (and *gratitude* to Len Hull for having prepared me for just such a change in conditions).

*Pleasure* when we were all together at the top of the wave. *Surprise* that Ingleborough — so awesome when we had driven past on our way to Wensleydale — could look so

# Sensations

## Simon Murphy adds...

insignificant from this vantage point. *Achievement*, again, as two streams of cumulus form far below. *Trepidation* as the vario beeps ever upwards. Can we ever get down? Does it really matter if we can not?

*Amazement* as I try to absorb the sight of the sun setting behind the fairy-land hills of the Lake District. *Concern* as my body refuses to believe that it is warm, I can't help shivering now.

*Relief* as Jenny heads downwind, quickly losing height in the wave's downward sweep, but heading for warmer climes. *Reluctance* to linger with Dave in the lift, but he has the local knowledge, and may provide a quick retrieve (and some glider ties!).

*Pleasure* as we eventually regroup in the second wave bar.

A feeling of *cameraderie* as we three search the spacious skies for lifting air. Intense

*pain* as each hand in turn reminds the brain that they have been suffering. *Discovery*, but *deja vu*, as three gliders drift downwind together, silently casting dim shadows over cottages, farms and villages. *Pride* at the steady whine of air flowing smoothly over the Magic Two's magnificent wings.

*Anticipation* as the final village looms up towards us and children's voices call to us from below. *Relaxation* after landing in line astern between power lines and an old oak tree. *Hope* for the future when the children arrive and prove friendly, polite, helpful and enthusiastic — perhaps they sense the gratitude I can not express?

*Disappointment* when the patrons of the local pub resent our helmets and harnesses. (Dave explains lyrically that we are not motorcyclists, but hang glider pilots who have travelled these many miles together. The landlord replies: "You can't do that, there is nowhere to land around here." Our flight is obviously over.

*Respect* for Steve Tilling, who fought alone to the crest of the wave, then set off across unfamiliar terrain without companionship. His numbers were not quite as impressive, but his achievement was just as great.

*Inadequacy* as I try to communicate our experience to you.

# The first time

by Les Pallent

THE forecast was perfect (and almost right for a change!!), 20mph NW, so John Wilkinson and I set off for Bradwell Edge or Mam Tor, both Sheffield sites.

It was blowing 34mph NW on Mam Tor but only 20+ WNW on Bradwell Edge, so we stayed at Bradwell.

My second flight started at 1405. Larger thermals started to come through and using my newly-acquired vario I started to 360 and spent some time practising using them. I was sure I could get 1,000' ATO and this goal kept me from landing. As time went on I found that I was getting better at 360ing in the thermals and was regularly getting up to 900' ATO. Then on the hour I realised that I was at the magic 1,000' ATO mark, and still in the thermal. Looking down I saw that I was over the second field behind Bradwell and seeing other pilots on the hill I mused over the idea that they thought that I was going to go-for-it.

Then without deliberately thinking about it I turned downwind and did go for it. Still circling in my thermal I reached a max height of 2,400' ATO before the lift decayed and at this stage I stopped circling and pointed my glider downwind, flying at min sink and letting the wind take me.

The vario was now reading 6-down, but I didn't believe it and had probably set it incorrectly on the hill. Passing over the moor behind Bradwell Edge was mind blowing with the views around me and the height adding to the excitement building up inside me as realisation set in. I was aware that I was slightly ahead of a fairly dark cloud and wondered vaguely whether it was getting bigger and darker.

I passed over Stoney Middleton and then Calver, pausing briefly over Calver to 360 a few times. I'm not sure whether it was to admire the view again or if it was to use a non-existent thermal that I thought I'd found. After Calver came Baslow and a decision point. Directly downwind was a hilly area with two valleys on either side — one leading to Matlock and the other leading to Chesterfield. I didn't fancy the hilly area as I couldn't see any roads so I chose Chesterfield.

It was over Baslow that I saw for the first time Chatsworth House. I couldn't see much detail of the house but there was a fantastic fountain in the grounds shooting up into the air — quite impressive.

Continuing towards Chesterfield I located a ragged area of lift and managed to regain about 300' before again pointing downwind. Seeing Chesterfield loom closer and closer I started to get more worried. My flight path was directly over the town. I didn't fancy the idea of landing in the centre of the town but was saved when I was a little closer by a green belt around the south side.

From then I was very conscious of my height and was on a constant lookout for a safe landing area. When I was about 500' above the ground I stopped thinking of distance and began to concentrate fully on a landing field. Ahead was a golfcourse and a small farm, with the town on the left and a new estate on the right. I chose the farm but strayed over the estate while losing height to see if I could get another thermal.

It was not to be, so I set myself up and made a textbook landing with an audience of some of the people from the estate and two labourers from a building site. I had been in the air for 1h 28mins. and it was 28mins. since I'd left the hill. Unfortunately I couldn't get my Karabiner undone as my hands were too cold, so I climbed out of my harness and started jumping about to restore circulation and release some of the excitement.

It was the best day of my hang gliding career. My thanks go to John Wilkinson who left his own flying at Bradwell to follow me in the car as soon as I had left the ridge.

In that one flight I broke three personal records: it was my first XC, it was the highest I'd ever been and it was the longest I'd ever spent in the air in one flight.

Distance: 22km. or 13.73miles  
Glider: Mad Atlas  
Vario: Willis  
Alti.: Dipsex  
Max ht. gain: 2400' ATO .

## National XC League positions at 28-7-82

Position	Name	Club	1	2	3	Total
1	Rob Bailey	Dales	51.9	42.3	44.6	138.8
2	John Higham	Sheffield	23.5	23.7	64.3	111.5
3	Pete Hargreaves	N.Yorks	42.8	41.4	25.0	109.2
4	Jim Brown	Dales	17.2	25.4	63.7	106.3
5	Michael Carnet	Southern	18.9	61.1	25.2	105.2
6	John Fennell	Thames V.	25.3	41.8	34.4	101.5
7	Jes Flynn	Moray Eagles	35.5	24.9	39.7	100.1
7	Martin Pingle	S.E.Wales	26.8	48.4	24.9	100.1
9	Robin Rhodes	Northampton	37.3	32.9	22.4	92.6
10	Johnny Carr	Southern	60.9	9.9	16.4	87.2
11	Marc Asquith	Mercian	24.5	22.2	37.7	85.4
11	Jack Rayne	Mercian	71.0	14.4	—	85.4
13	Simon Ogston	Angus	9.3	23.8	50.0	83.1
14	Donny Carson	Highland	20.9	20.1	38.1	79.7
15	Bob Harrison	Dales	17.9	23.2	35.9	77.0
16	Brian Godden	N.Yorks	21.3	19.4	35.0	75.7
17	Tom Warren	S.W.Wales	11.1	43.5	13.1	67.7
18	John Hammond	Loughbro'	24.2	6.3	36.3	66.8
19	Richard Armstrong	?	18.3	16.0	30.4	64.7
20	Allan Smith	Wessex	19.4	26.3	18.6	64.3
21	Richard Newton	S.E.Wales	19.4	25.5	18.9	63.8
21	John Stirk	Dales	14.0	20.3	29.5	63.8
23	Joe Culler	Lanarkshire	9.4	14.8	39.4	63.6
24	Mark Hebdon	S.E.Wales	36.8	24.9	—	61.7
25	Steve Hudson	Sheffield	24.2	16.8	19.1	60.1
26	John Meredith	Thames V.	18.2	40.9	—	59.1
27	Ceri Davies	S.E.Wales	20.3	20.8	17.5	58.6
28	Pete Waterworth	Avon	29.1	12.0	16.0	57.1
29	Digby Rolf	G.Cayley	23.0	6.7	26.1	55.8
30	Marc Southall	S.E.Wales	31.0	12.3	10.2	53.5
31	Len Hull	Sheffield	20.1	19.5	13.5	53.1
32	Donald Mackenzie	Lanarkshire	18.0	11.5	23.0	52.5
33	Darren Arkwright	Pennine	51.8	—	—	51.8
34	Kevin Winter	Avon	28.1	23.4	—	51.5
35	John Rankin	Lomond	13.2	38.1	—	51.3
36	Jenny Ganderton	Dunstable	10.9	24.0	15.8	50.7
37	Phil Huddleston	I o W	49.8	—	—	49.8
38	Ian Slater	Sheffield	29.3	19.4	—	48.7
39	John Hudson	Pennine	18.5	28.1	—	46.6
39	Noel Whittall	Dales	8.6	29.5	8.5	46.6
41	Julian Harman	Mercian	21.6	23.9	—	45.5
42	Michael Hibbit	Thames V.	23.2	13.8	7.6	44.6
43	Bill Newton	Southern	19.6	12.9	12.0	44.5
44	Marc Dale	G.Cayley	10.6	18.3	14.2	43.1
45	Sandy Nicol	Peak	18.7	24.1	—	42.8
46	Nigel Moor	S.E.Wales	20.7	22.0	—	42.7
47	Malcolm Hurst	?	22.9	19.3	—	42.2
48	B.J. Harrison	Southern	13.2	27.4	—	40.6
49	Peter Robinson	Wessex	23.4	16.8	—	40.2
50	Richard Iddon	Pennine	21.0	18.6	—	39.6
51	Mike Tomlinson	S.W.Wales	26.0	12.5	—	38.5
52	Simon Murphy	Condors	24.0	14.0	—	38.0
53	Robert Hooker	Northumbria	37.4	—	—	37.4
54	Dave Clayton	Southern	10.5	12.6	13.5	36.6
55	Malcolm Clee	Sky Surfing	11.7	15.9	8.9	36.5
55	Tony Fillingham	Dales	11.1	9.0	16.4	36.5
57	Neil Clark	Loughbro'	7.5	17.9	10.4	35.8
58	Simon Todd	Long Mynd	24.7	10.7	—	35.4
58	Rob Hobbs	?	6.2	13.5	15.7	35.4
60	Richard Sheppard	Peak	11.2	13.5	10.6	35.3
61	Dave Harrison	Dales	10.9	24.0	—	34.9
62	John Hunt	Avon	33.9	—	—	33.9
63	Martin Hann	S.E.Wales	17.1	16.7	—	33.8
64	Chris Taylor	Cumbria	18.3	15.1	—	33.4
65	Paddy Yeoman	Sheffield	25.7	7.6	—	33.3
66	Graham Deegan	I o W	32.0	—	—	32.0
67	David Walter	Sheffield	31.9	—	—	31.9
68	Dave Cheeseman	Avon	29.8	—	—	29.8
69	Gordon Holmes	G.Cayley	9.6	8.1	12.0	29.7
70	David F-Barks	Peak	28.9	—	—	28.9
71	James McMenemy	Thames V.	27.3	—	—	27.3
72	Kev Turner	Sand Diver	16.6	10.6	—	27.2
73	Andrew Fawcett	Lanarkshire	26.1	—	—	26.1
74	Dave McRobert	Avon	9.0	16.8	—	25.8
75	Colin Brunt	Pennine	24.7	—	—	24.7



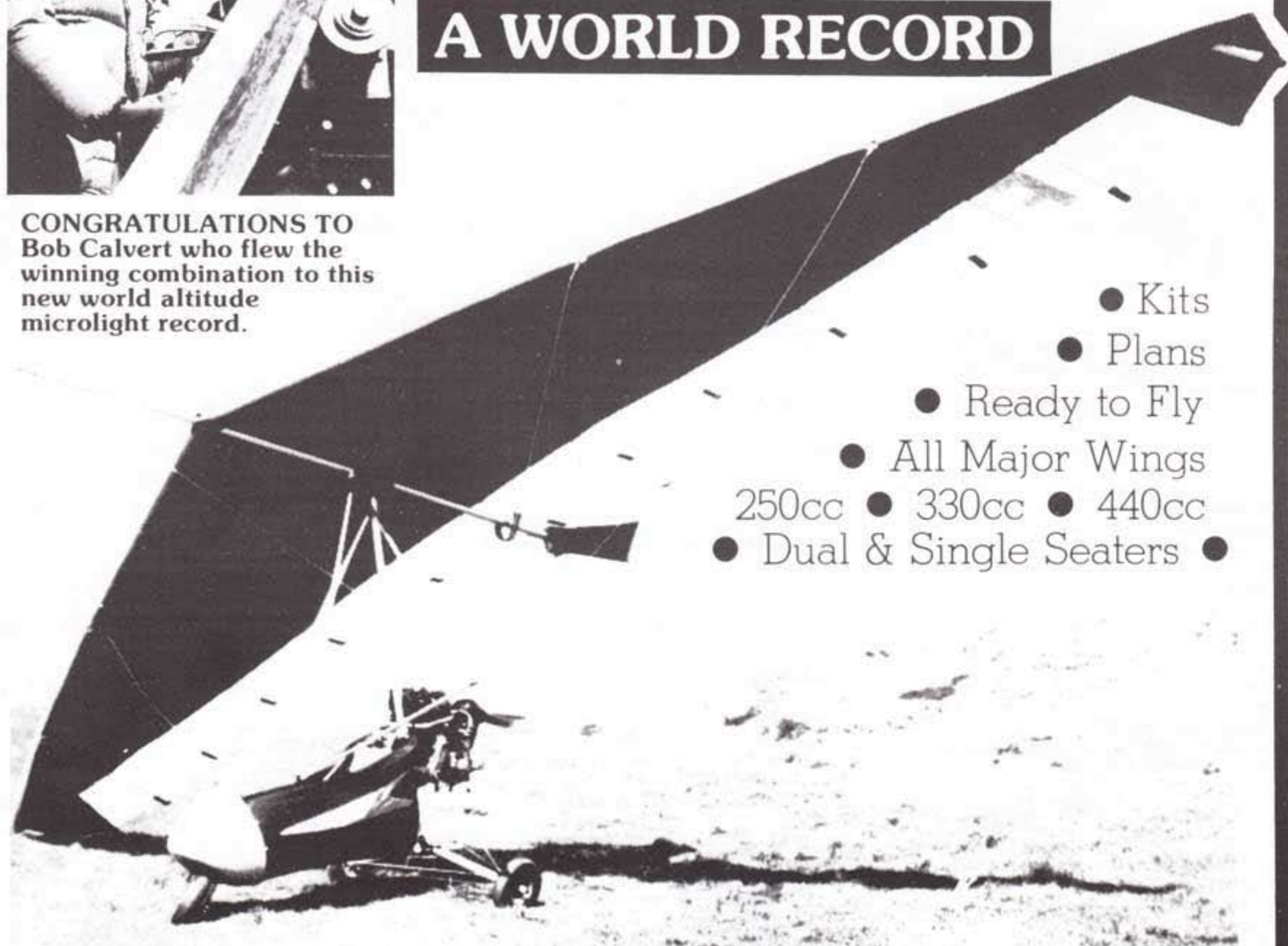


# It's Official!

## 16,168' HIGH ON A MAINAIR TRI-FLYER TRIKE and SOLAR WINGS TYPHOON

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CONGRATULATIONS TO  
Bob Calvert who flew the  
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- Plans
- Ready to Fly
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330cc Full Cockpit Tri-Flyer connected to Flexiform Striker Wing  
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SEND LARGE SAE FOR INFORMATION



# Sponsorship:

## More than just a freeloader's ticket to fly

BECAUSE my new Typhoon 'S', like the Storm before it, proudly bears the name of the Monroe Shock Absorber Company in large letters, a lot of my friends on the hill think I am privy to some magic secret which gives access to that holy grail of 20th century sportsmen — SPONSORSHIP.

OK, let's assume you are a pilot who would like someone else to pay for a new glider for you to fly. (That seems to have caught the attention of most readers.)

The obvious way is by selling advertising on the wing. A slight snag is that according to the Air Navigation Order such advertising is illegal.

An aircraft may carry the name of its owner, hirer or charterer. Thus, as I understand it, "Joe's Cafe" may be OK, but "Eat at Joe's" is out.

□ □ □

Next, ask yourself the big questions: Why should anyone want to sponsor you, and what can you offer in return. This is important, because in the past too many fliers who have managed to get some sort of a deal have turned out to be graduates of the Arthur Daley school of business ethics.

They've taken the money and done absolutely nothing thereafter, thus making it doubly difficult for anyone else to get a deal. Understand clearly that successful sponsorship is sometimes quite hard work.

As soon as you have the name of a company on the wing, you become a representative of that company. It may seem rather clever to close a sponsorship deal with Blogg's Beer,



• If, like Mark Junak on his Lillywhites Demon, you can put out nice aerial pix like this at Lariano then so much the better



• Mike McMillan on his Apple computers Magic

Steve Thompson pic

by Noel Whittall

and then stand at the bar boasting to your mates about how you never drink the filthy stuff yourself, but there's nothing wrong with their money.

That may well get a laugh, but you won't keep your sponsor for long. (Far fetched? — no, I've heard it happen in motor racing circles.)

### How to get your sponsor

I often hear young hopefuls say "I'll ask such-and-such a firm — they've got pots of money". It's just not as simple as that: the reason they've got pots of cash is often because they're very careful how they spend it. It is up to you to convince them that by investing in your flying they will be doing a good deal.

The money for your activities will probably have to come from the advertising budget of your potential sponsor, so be prepared first to talk and understand advertising language. Prepare a smart folder containing good pictures of yourself and your current glider.

Yes, the pictures should be about 10" x 8" and will cost a few bob, but you've got to speculate to accumulate. Enclose copies of all the advertisements containing hang gliders which you can find, to show how they are well accepted by the public. Give details of your age, experience, area you fly and connections with other groups (Round Table, Scouting, etc.) to whom you may give talks. Don't oversell your potential — the level of management you may find yourself dealing with will probably suss out a bullshit merchant early on.

Find out the names of all the trade and related magazines serving the industry "your" company is involved in, and point out that they will almost certainly all print a picture and short story about a sponsored hang-glider if sent a suitable Press release.

Make a comparison of what this sort of coverage would cost them in paid advertising.

I would also enclose in the folder a very brief potted history of our sport plus a list of competitions or events you will be entering. Press for a sensible deal rather than a miracle — be realistic, and bear in mind

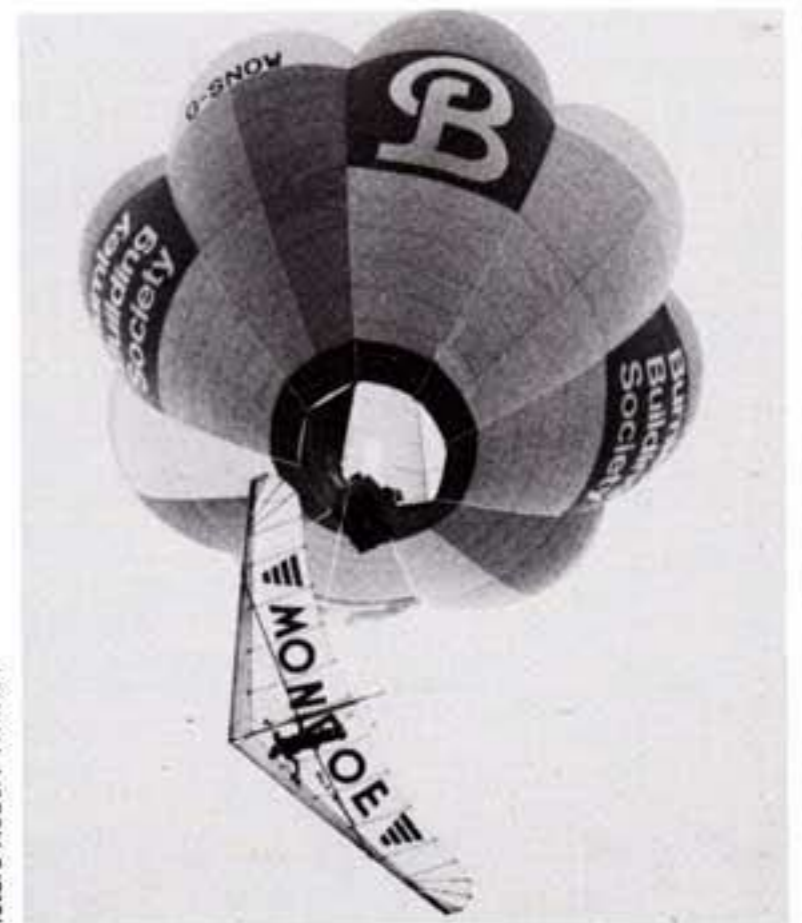
that whoever signs your cheque will have to justify the expenditure to a board of directors.

Don't just send this folder off to the first company that comes into your head: read the business pages for a few weeks, and see who is doing well and who is not, then concentrate on the ones which are doing well.

Don't write to The Managing Director, or The Advertising Manager etc., but find out the person's name (a crafty phone call will usually do the trick). Then write and request an interview.

You will at some stage be able to point out just how cheap — in relative terms — is a hang glider. The cost of a custom-made model in the firm's livery will be about one 20th that of a rally car, and has more novelty value. Be ready to stress that hang gliding

continued over...



• Two forms of airborne sponsorship — Mike Snow's Burnley Building Society balloon lifts the Monroe Storm.

(I didn't know Matt Monroe made shock absorbers — Ed)



# D\*\*\*CLASSIFIED\*\*\*CLASSIFIED\*

## Glider Market

**FLEXIFORM SPIRIT** (large). Very good condition. Would suit beginner/intermediate pilot. Complete with seated harness and bag. £200 ono. Phone Nottingham 787761, ext. 324 (work) or 620771 (home).

Outstanding **DEMON 150** injury forces sale. Virtually new. Up to 12st £150 off list price — so £800 ono. 0203 544303.

**SUPER SCORPION C MkII**. Immaculate condition. Ideal P1/intermediate. Good colours, seated or prone. Genuine reason for sale. £320 Tel: 0539 22905.

**STORM** (medium). Ideal for P1 and intermediate, nice condition, above average performance. White sail with blue LE. £390. York 27177.

**FLEXIFORM SPIRIT**, large and seated harness; good condition; attractive sail colours; soars well. £175 Phone Ian, Chobham (09905) 7267.

**VORTEX**, rainbow sail. Excellent condition including seated harness and helmet. Must sell so a bargain at £200. Phone Martin 01 688 5845 evenings.

**SUPER SCORPION C+ MkII**. 18 months old. Genuine 15 hours air-time. Also, prone and seated harness and B bar Offers around £500. Tel. Hodnet 210.

**VORTEX 120**. v.g.c. Nice colours. Prone and seated harness. 25 hr only. Phone: Selsey 5478 (Neill Seavers). £320 ono.

**VORTEX 120** Excellent condition. Flies beautifully. Ideal for P1. Large A frame. Plus spare upright £300. David Simcock, 01 354 0823 (home)

**SKYHOOK SAFARI** Large, very good condition, triple deflexors, leech lines, tip tubes, includes seat, rigns seated or prone. All offers considered. Padgate 822290.

**SUPER SCORPION C**. Excellent condition. With B bar, seated harness, prone harness and bag. £400. Ring Phil, Chorley (02572) 73917.

**SKYHOOK SUNSPOT**, large, multi coloured sail. Excellent first kite. Seated or prone. With seated harness and bag. £230. Stourbridge (03843) 72738.

**COMET 185** for sale, as new. £750 Also Willis SST-110P and Willis variometer. Offers Phone Keith Martin 01 998 2329.

**More classified**  
— P.30



## ADVERTISING rates on the classified pages are as follows:

Members' small ads are 12p a word, minimum charge £2.40. Small business ads are 15p a word, minimum charge £3.50. Please specify required classification.

Small boxed ads, £1 extra. Full display ads are £1.40 per column centimetre on these pages or elsewhere in the magazine.

Minimum 4cm, maximum 25cm and — unlike

small ads — need not be prepaid. Send your intended layout and we will typeset it for you.

Spot colour — just 20 per cent extra on any ad.

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

For your own safety, if you are purchasing a secondhand glider, see it test flown, test fly it, and inspect it thoroughly for damage or wear to critical parts. If in doubt, seek advice from the Club Safety Officer.

## Accident report from P14

## Sponsorship

from P.27

is silent, non-polluting, and leaves no permanent mark on the countryside.

Lots of companies are gradually becoming disenchanted with the cost and image of motor sport now. Needless to say, this paragraph is not quite so relevant if you're after a trike, but that is not strictly within the scope of this article!

### When you've got your sponsor

Deliver the goods. Keep him in touch. Send copies of any Press or media coverage you may get. (That Monroe glider was in towards a dozen newspapers and magazines in 1981.) If the firm runs a house magazine or newspaper, be sure to provide a story for it.

Offer to take the glider along to the company sports and social club and give a talk to their members.

If it is possible for you to fly near sales conventions etc., then make a point of doing so, even if it means missing a good day on a big hill, but avoid being talked into stunts of the "off the factory roof into the car park" variety.

I know it seems ridiculous, but you may be surprised at how carried away some promotions managers can get when they find out the company has a hang glider on its strength!

Think of the simple things which will help to maintain your connection with the company. If it is a firm which has, say, stickers or badges with its name on them, then carry a few in the car and hand them out to any kids who may be admiring the glider on the hill.

It all adds up to good public relations, which is a large part of what sponsorship is all about.

Of course there are many other ways of becoming sponsored: eccentric millionaires are still to be found, or you may just "drop lucky" with meeting the president of a giant concern who is in a generous mood. Good luck if you do.

For the majority I can only commend the businesslike approach I have described. I hope it works for you.

Always check your harness on site to ensure that you are adjusted correctly and that nothing can catch on the A-frame or instruments — especially your parachute.

## On weather

Pilots must consider in what conditions they have previously flown a site. Having flown one site in a 28-30 mph wind doesn't automatically mean you will have no problems on any site. Gradually move up the mph scale, ensuring you and your glider can cope adequately before taking off in anything more.

Observe other pilots flying, especially if it appears bumpy or turbulent bearing in mind the type of hang glider you fly and your experience.

## Stall

Half the accidents' primary cause last year was the stall. So far this year its about one third, so there is some improvement.

Most of these occurred during turns or in wind gradient. I always pull on bar before I initiate a turn — not a bad habit if you're a weekend flyer. Avoid making turns close to the hill, and remember more speed is needed when flying downwind (you need to travel across the ground much faster).

If you think a pilot tends to fly too slow, too frequently, tell them. They may not realise their problem, and you may save them becoming a statistic. **INSUFFICIENT AIRSPEED IS THE BIGGEST KILLER IN HANG GLIDING.**

## Misjudgements

Lack of planning and forethought where both sites and flying are concerned especially on new sites and new hang gliders.

## Airframe failures

One pilot, like many others, had been raising the nose of his Birdman Cherokee by the over-centre tensioner. Consequently the top rigging nose tang failed, luckily before he had taken off.

Solar Wings reinforced the leach line

area of the trailing edge of the Typhoon. A sail had ripped about 18 inches from this point while a pilot was top landing. Only one officially reported.

Hiway modified the cross-tube junction box on the Demon after problems arose when pilots had heavy landings. Only one officially reported.

Three airframe failures occurred during aerobatic performances, two of them intentional, the third involving a pilot who continued to fly as weather conditions worsened, although other pilots had landed. His aerobatics were involuntary. Hang gliders are not designed for this type of flying.

These three pilots actually survived!

Paul Cranshaw crashed at Farlton Knott, near Kendal — on a la Mouette Atlas.

The leading edge failed outboard of the insert, maybe through damage during transportation or in a previous prang.

## Incorrect tuning

If a hang glider doesn't rig with ease, then something is wrong. CHECK IT.

If it doesn't fly with ease, e.g. pulling left or right, incorrect bar pressure, CHECK IT.

There are safety officers and experienced pilots in each club, don't hesitate to seek their advice or confirmation — it may save you serious injury.

Injuries sustained were mostly broken arms and wrists, followed closely by head injuries of which eight were serious, one being fatal.

## Schools accidents

Of the 19 accidents reported from schools, most were stalls. A few misjudged landings and a few unfortunate pilots tripped on landing, one having caught his foot in a hole.

Our future pilots suffered a total of 14 broken arms and wrists, five broken legs and a great deal of dented pride. Two suffered head injuries one (Andrew Redfern) also receiving chest and neck injuries which proved fatal.

My comments may seem elementary to most of you, but I have commented only on the greatest potential accident causes.

It was difficult not to duplicate last year's accident report, so I advise all pilots to read it. The comments made are as important to accident prevention this year as they were last.

I wish you all safe and rewarding flying.



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# Hadrian's army is coming!

A SURPRISE visit to the Northumbria club the other week found pilots putting on their war paint and getting in trim for this next month's Clubman's Mere.

As Paul Quin jogged up 1,000ft. Yeavinger Bell with three Typhoons on each shoulder, a bunch of jibbering chimpanzees followed dragging bags of kit.

Having taken them to be some kind of well-trained sherpas, I was surprised to see them unpack the kit and rig up four miniature Rogallos and start soaring the slope.

"Is that the Hartlepool club?" I asked. "Why naa, bonny lad. That's the Northumbria 'F' team for Mere. This year we're gannin' to show the southern club we can even beat the buggers with a bunch of monkeys on bog standards!"

Clubman's Mere - September 4 and 5. Hermes

# Clip before you leap

MID-Wales flier Trevor Hyner had a very lucky escape when he took off from a previously unflown site alone without clipping in.

"Somehow I got my elbows over," he writes in Dragonfly, the Welsh Hang Gliding

Federation newsletter. "It was too late to let go.

"By the time I realised what was wrong I was about 100ft. above the ground."

Trevor was left without pitch control but was able to steer his glider away from

a deepening valley. Miraculously he was able to hang on until he cleared the lift band and, unable to flare out, he let go just before a stone wall. Total damage - one cut finger and one broken upright. The morals of the tale are self-evident.

**Pennine Hang Gliding Club Ltd.**  
for details  
Full and Associate Membership and Sites contact  
**MEMBERSHIP SECRETARY - WM. BARKER**  
22 Elmwood Close, Poplar Road, Stretford, M/c.  
**CHAIRMAN - H. McGovan**  
11 Whitehorse Close, Horwich, Lancs.  
**SECRETARY - John Wood**  
19 Daffodil Close, Helmshore, Rossendale, Lancs.  
1982

# Hello Avon member calling?

PICTURED above is the new Pennine Club introduction card.

The idea resulted from comments about the problem of visiting flyers on sites. People complained about the difficulties in carrying membership forms around, and it struck John Hudson of Mainair sports that a simple card which could be carried in the wallet would be a solution.

"We decided to pay for the scheme by advertising on the rear of the card, which has of course paid for the cost.

"Most local clubs are tied in with a manufacturer who might be prepared to supply all these, but if not, providing the club has over 100 members, Mainair Sports is quite prepared to supply introduction cards to those clubs on the same basis as we've supplied the Pennine." The Dales club is already considering taking up the scheme.

## July lottery

BHGA 500 Club lottery winners for July were:-  
I.D. Entwistle £56.00, A.R. Mc Ritchie 28.00, G. Miller 14.00, J.G. Roberts 8.40, A.M. Rowe 7.00, G.M. Haworth 7.00, M.D. Knowlson 5.60, C.G. Wrzesien 4.60, D.J. Powell 4.60.

There was a total of £140.0 prize money and a like amount for BHGA funds.

Percy Moss

## Moyes bags Grouse

BOB Calvert came second in the Grouse Mountain prize competition in British Columbia with British team captain Robert Bailey seventh and Mark Silvester eighth.

And the results could have been even better, said Bailey, but for some questionable task-setting on the last day.

Calvert began the day 80 points ahead of Australian Steve Moyes, the eventual winner. But luck of the draw gave Moyes an early start in the duration task in which the window closed the same time no matter when you took off. The organisers had not anticipated conditions would remain soarable throughout the three hour window thus strongly favouring those who were drawn early. Ronnie Freeman finished 31st. Full report next month.

# Back from the dead!

KEITH Penn, who "died" after hitting the ground head first at 40mph more than a year ago has made a full recovery.

His heartbeat and breathing stopped after the accident at Melbury Beacon but he was resuscitated by friends who took him to Salisbury hospital where he was unconscious for two months.

Writing to Wings! he tells how he

only regained sense and awareness this February and couldn't walk at all. Three weeks later he swapped his wheelchair for a walking stick which he used for six weeks until he could do without.

"According to doctors and nurses I made a remarkably quick recovery. So here I am waiting to start flying again as soon as possible."

# CLASSIFIED

## Glider market

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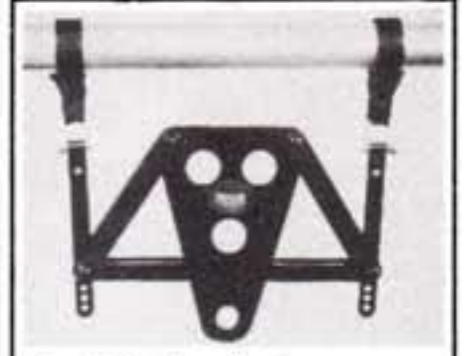
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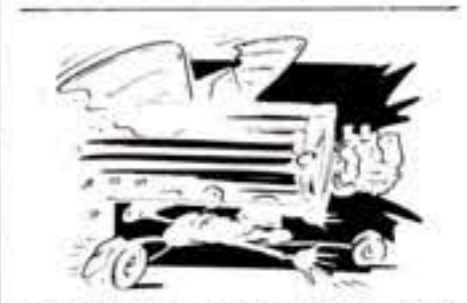
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# Come in no.7?

THE BHGA will not concede to compulsory registration and numbering of hang gliders unless it is seen to be in the interests of members.



Roy Hill: "No register for its own sake"

And there will be no decision on the question except by the annual meeting or a special general meeting of the association, chairman Roy Hill told Wings!

His assurance follows a circular to clubs seeking their views on a CAA call for registration which arose during discussions on the sharing of airspace at Dunstable.

Response to the circular had been good — 85 to 90 per cent of clubs — said Roy, despite the short time for reply. Of those replying, about half said they had been able to consult club members

before notifying their feelings.

A small majority were in favour of registration but Roy felt not all had fully understood the issues.

"We don't want registration just for registration's sake," he said. "There might be advantages in a registration scheme, but what we want to be sure is that the advantages outweigh the disadvantages."

The major advantage of reg-

istration for pilots would be the ability to keep tabs on individual gliders, an obvious help in tracing stolen wings for example.

The willingness or otherwise of the BHGA to opt for registration might also have a bearing on talks on powered hang glider regulations.

Meanwhile, the Alexander Committee — comprising senior figures from the BHGA and the British Gliding Association — has been considering the question of agreement for the use of shared airspace at Dunstable Downs.

A likely outcome of talks is that there will be no agreement signed for Dunstable without a BHGA commitment to the principle of gliders there carrying a means of identification.

Roy said he felt any registration system at Dunstable should be capable of being introduced elsewhere.

Other likely terms of an agreement include no hang gliding without prior contact with the London Gliding Club to establish flight patterns for the day and a system of communication between the hill and the airfield.

Roy said only one person had telephoned him to object to the principle of registration. Graham Hobson said he was "horrified" and at a "complete loss" to understand why his own Pennine Club had voted in favour of registration. "I believe we are managing very well without it," he said.

See also Airmail, page 8.

## Fighting Fund

BETWEEN mid-April and mid-July 1982 the following sent in much needed donations to the Central Fighting Fund: J. Prior, Mr. Yeoman, Malvern Hang Gliding Club, R. Turnbull, A. Mason, J. Flynn, N.Yorks Sailing Club, M. Johnson, P. Clague, Northumbria Hang Gliding Club.

Council thanks the members and clubs for their donations. Most members will have read articles in Wings! explaining why the fund was set up and how the money has been and is being used.

For new members, the fund is used to pay legal costs and expenses in cases where it is necessary to protect members' rights to fly.

## Smaller loss

The Civil Aviation Authority's 1981/82 annual report and accounts show the authority made a nett loss of £8.0m. compared with a loss of £26.6 million in the previous year.

## Atlas check

Northern Glider Sales would like to remind all Atlas owners to inspect the thimble on the rear bottom rigging wire as it has a tendency to wear against the "Meccano" tang.

Also regular inspection of the webbing hang-loop where it folds over the oval control frame bracket would be prudent.

Graham Hobson

## Harrisons move

NATIONAL XC League co-ordinator Dave Harrison, having passed recent exams with flying colours, is moving on to read for his MSc in design of machine systems at Cranfield Institute of Technology.

All entries for the XC LEAGUE should now be sent to him care of Taunton office until further notice. Anyone interested in taking an active interest in running the league should also contact Dave.

Dave has already sold his house in Rochdale and that means that BHGA training officer Bob Harrison is also finding somewhere else to sink his roots so, similarly, correspondence for him should be sent to Taunton.

175 DEMON & Chargus trike with Konig engine. £1,300. Would split. Phone Swaffham 21385, day, or Tittleshall 250 evening.

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## Lost & found

**Found!** at Semerwater. Helmet, belongs Catterick Superscorp (yellow) flier called John. Now at Black Bull cafe, Hawes.

**Lost (stolen).** Magic 1.5 165sq.ft. White with orange undersurface and leading edges. Dark red sticky patch on right wing. A-frame bracket slightly bent. Sticky "Airwave Comet" label on keel. Taken overnight from Shelfield Lane, Rochdale. Tel. Bob Harrison 0706-53755 or leave message with Taunton office.

**Lost! HELMET** at League at Rhygwan on Saturday 17th July. Contact: Cameron Rankin, 0722 75256 evenings.

## Wanted

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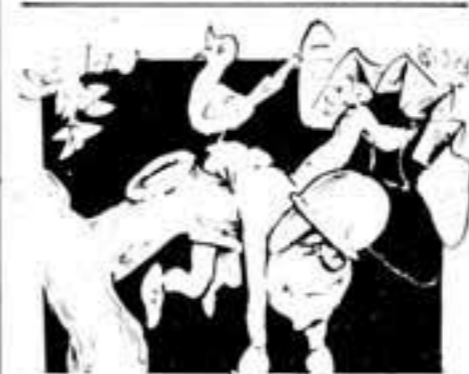
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Skyscape at Rhiw Gam — Norman Lomax



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**Commercial Editor** — Sylvia Howard, 4 Somerwood, Rodington, nr. Shrewsbury, Shropshire (Upton Magna (074 377) 365).

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 £25 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.

If your *Wings!* does not arrive, or if you change your address, please contact the member-

ship 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 (08444 — 7186); Diane Hanlon (051-652-5918); John Ievers (049-525-4521); Mike Watson (02407 — 3346); Terry Prendergast (029673-8033); Jim Taggart (0874-4046); James McMenemy (09804-6147).

**Officers and staff:** Principal Executive Officer, Barry Blore (0235-834033); Office Manager, Ruth Kohlman (0823-88140); Training Officer, Bob Harrison (c/o 0823-88140); Medical Adviser, Dr. Dunstan Hadley; BHGA Solicitor, Anthony McLaren; Membership Secretary, Janet Hayes; Record and FAI Award claims, Rick Wilson (0734) 21099; Radio Communications Officer, Dave Smith; Airspace Co-ordinator, Ted Frater; Overseas Travel Adviser, Lindsay Ruddock; Competitions chairman Derek Evans (0892-36026).

## 'Old Guard'

from P.5

Johnny Carr, "practising by jumping from tall building helps" manages a spot after a stall and tail-slide from 20 feet. Graham Leason should get double score for entertainment — he makes a landing in the water. Mike McMillan builds up the suspense with a very low 360, low pass over telephone cables and sunbathing holidaymakers and an interesting landing. After an hour and a half, the nine heats have taken place.

We all wait around for Calvert's re-run — he was supposedly baulked on the spot by someone else in his heat. This is hotly contested by a huddle of pilots around Graham Deegan.

Jenny Ganderton takes first place for the ladies and after the goodbyes it seems as if the whole thing has gone very easily. Joan Lane deserves a mention though. She sat through the afternoons of Saturday and Sunday in the Airsports office taking calls from cross-country pilots.

**Joan...** (picking up phone) "Hello, hang gliding".

**Small voice on phone...** "Hello Grabert Bailvert-Slabson here — I've landed at Llanbgrchlllynrheddin. Well that's what it says in this phone box."

**Joan...** (with infinite patience) "Could you spell that please."

And another map pin goes in. Perhaps the League will come back again soon. Not TOO soon though!