WE ARE THE CHAMPIONS!



winner

Special

Britain lifts team trophy at world championships

Magazine of the British Hang Gliding Association



Beppu, Japan 1981

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

Gliding HANG Britain is to receive a £21,000 sponsorship boost from a top brewer as part of a major drive Australian market draught beer.

The deal is the result of months of negotiations between Watney Mann and Truman brewers and **BHGA Principal Executive** Officer Barry Blore.

In return for the cash boost, the brewers will use hang gliding to help promote Foster's draught, the beer first made famous by the Private Eye cartoon and film character Barry McKenzie.

Full details of the deal have still to be finalised but about £15,000 of the money is destined for next year's Isle of Wight fly-in and £5,000 to help the running of the BHGA glider test rig.

"Foster's draught"

customised glider will also be bought.

Watney/Truman Public Relations Executive Robin Ruddy told Wings! among plans was a Foster's Draught International Hang Gliding Cup and talks are planned with Isle of Wight club officials and representatives of the hoteliers association on the island.

Mr. Ruddy said the deal was part of the company's aim to promote Foster's in Britain using the Australian "outdoor life/sporting image".

"At the time of the launch we set up something called the Foster's Draught Sports Foundation which is aimed at assisting emergent sports and the demonstration of them in particular."

Other sports backed include surfing, canoeing and - yes, believe it or not - boomerang throwing.

Sports were in part selected because the were not widely covered in the media and one of the aims will be to use the company's experience widen coverage.

Brewer's £21,000 backing for **BHGA**

"We are hoping that working closely with people like Barry we may be able to get a bit of coverage there."

Mr. Ruddy said he was "very pleased indeed" with the opportunities offered by hang

Among the more immediate benefits for hang gliding is our full colour front cover on this issue of Wings! which is thanks to the Foster's advert on the back page.

don't those who recognise him, the chap on the front cover is Barry "Bazza" McKenzie himself, a beerswilling coarse-talking "digger"



The BHGA's own "Bazza" -Barry Blore who negotiated the big deal

all the way from Earl's Court.

"Barry McKenzie is part and parcel of the thing - our advertisements are strongly linked with the Australian image, with upsidedown pictures and so on," said Mr. Ruddy.

The beer is at present on sale mainly in the London area but will reach the group's houses throughout the country by summer.

More details on the deal from Barry Blore next month.

Merry Xmas 1982!

200000000000000000000

DUE to the success of launch of the official BHGA Christmas card this year it has been decided to run a competition for the design of next year's card, with £25 first and £5 second prizes.

Rules are:

* The competition is open to all with no limit on entries.

 Closing dateDecember 31, 1981.

* Entries. with your and addressnameshould be sent to the Taunton office.

It is the design we are

interested in and not your artistic ability — a recent new Post Office stamp was designed by a five-year-old. artistic ability eventually required we can buy it.

The card should be designed to appeal to the general public though it depicts hang gliding and Christmas.

At the time of writing we still have some cards Christmasavailable. The cost is £1.50 for 12, obtainable from the Taunton Office.

down under

A MAJOR international competition will be held in Australia in early 1982.

Pilots from 12 countries are being formally invited to the Illawarra International Invitational from February 15-22.

Various sites in the Illawarra region

will be utilized. These include several 5 kms inland. launch points along the escarpment include Illawarra

which stretches about 40 kms along the south-eastern coast of New South Wales.

The escarpment ranges in height from 600ft to 1,500ft and stretches from the edge of the coast to about

The competition will

thermalling and crosscountry tasks and will be run on a one-on-one It will be an basis. individual, not a team contest. Though the exact amount sponsorship money is not finalized yet, the Australian Hang Gliding Federation expects there will be at least \$5,000 in prize money.

For pilots interested in participating in other competitions while in Australia, there will be the country's premier cross-country meets -The Mount Buffalo Cross Country Classic and the Mount Buffalo International.

requirements Entry will be the equivalent of an Australian Hang 4 rating. The entry fee will be \$50.00 per pilot.

Interested should write as soon as possible to reserve a place in the competition. Reply by air mail to the Organising Committee, Illawarra International Invitational, Hang Gliding Federation of Australia, Box 4, Holme Building, University of Sydney, NSW Australia.

All change at Southdown

Height gain record

NEW Zealander Ian Kibble- Worthington, USA, ratification by the Fedération Ernst Aéronautique Internationale.

metres - 13,699.8 feet - flying in Owens Valley, California in July. He is already holder of a Delta Silver badge.

records, reports Rick Wilson, Distance:

white — who lives in Ireland — July 1980; Distance to goal: is the new world height gain George Worthington, 153.61km, record holder, subject to final July 1977; Out and return: Reicholf, Lorenzone and Helmut He made a gain of 4,175.76 Dornauer, all Austria, 102kms, August 1981.

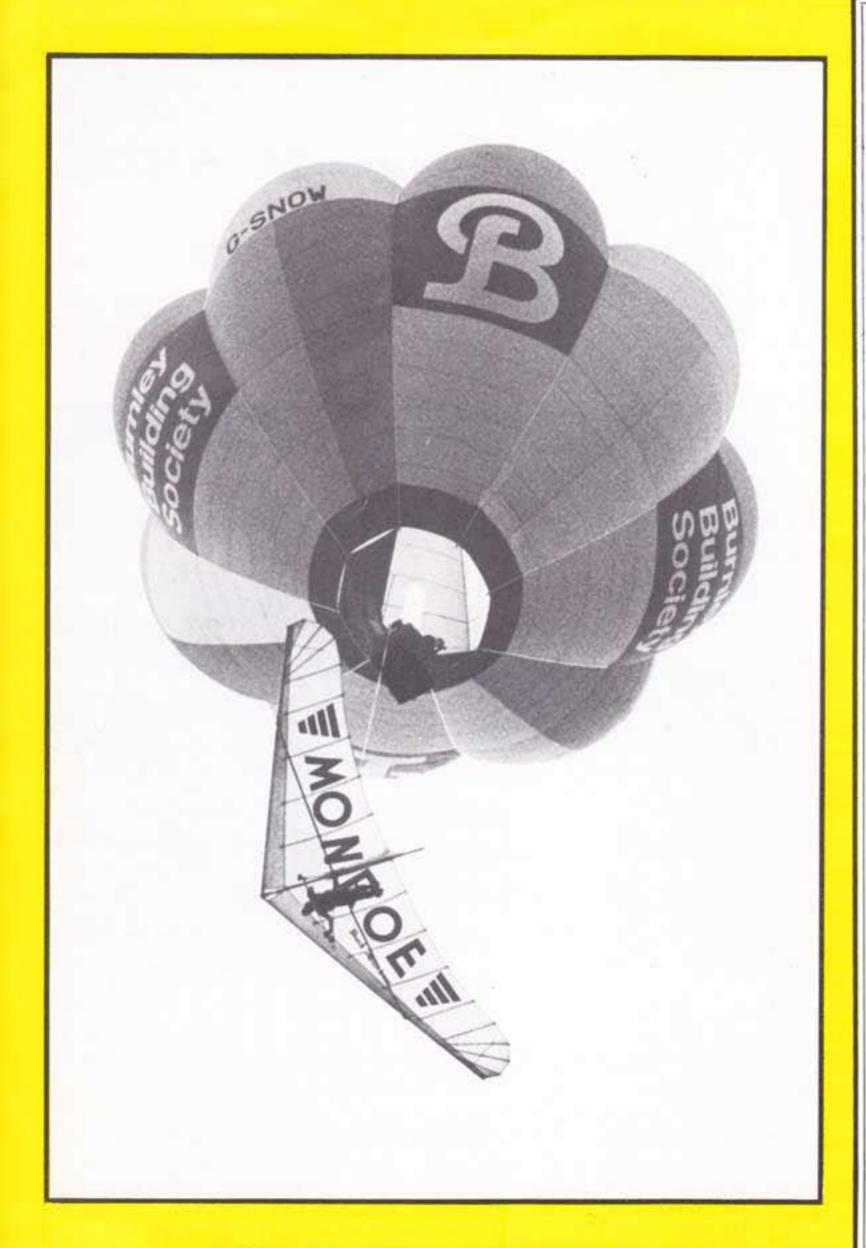
Members wishing to claim records can contact Rick Other current official world Wilson - the BHGA man who deals with the FAI - on George Reading (0734) 21099.

SOUTHDOWN Sailwings Makers of the distinctive Lightning are making a major drive into the mircrolight market.

Southdown report "immense demand" for the new XXX stickcontrol Sigma Savage which is being sponsored for record attempts by Sachs engines of Germany.

To cope with demand, Southdown spearheaded by Lightning designer Ian Grayland - has formed a limited company, Southdown Sailwings Ltd., under the directorship of Keith Reynolds and Roy Venton-Rogers.

The company has pledged the move "will not be at the expense of the usual innovative activity in the hang glider market".



RADICAL!

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

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

Vangs

Edited and designed by Stan Abbott

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

Please note!

New address and phone no. for all Wings! editorial correspondence – 72 Hartley Avenue,

Z Hartley Avenue Leeds LS6 2LP Tel. 446701 or 448303

Cover picture

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

Picture - Noel Whittall

In this issue

Page 4 — news Page 11 — news

Airmail — your letters on pages 12, 13, 20, 21.

Page 14, 15 — news

page 30.

Centre pages — more remarkable pictures of the Hull/Best parachute system.

Flight reports — pages 18 & 19

Crossword — page 20 Power news — pages 22, 23. The Good Old Days — page 25.

NEW fully classified ads - pages 26

PLUS — full index of major advertisers — p.27.

SAFETY BULLETIN — page 28
Reflections on the British League —



ADVERTISERS

Your attention is drawn to the deadlines published each month on page 31. Copy MUST arrive by the deadline, otherwise repeat artwork will be substituted. Adverts must conform to the Trade Descriptions Act and the laws of libel. Publication is AT THE EDITORS DISCRETION.



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

ONE LOOP OR TWO?



'No excuses' for 11 dead

ONE in five "pilot error" accidents is completely inexcusable, writes BHGA Statistics Officer, ROLAND BASHFORD.

Eleven pilots killed themselves in inexcusable accidents.
I've been Statistics Officer for two years. I quietly gather the information and provide the facts when asked.

I have not been in print in WINGS! before but feel it is time to make some points. I have in my files and in my Big Red Accident Summary Book details of some 550 accidents.

How you divide them up is a matter of taste. For instance, over ninty per cent are attributable to a greater or lesser extent to pilot error. But about twenty per cent of the ninty per cent are inexcusable.

An "inexcusable" accident is one where the factors stand out so sharply that they surely can't be ignored by any thinking person.

Grannie, seated on the hilltop, armed with a copy of Pilot Handbook, could tell you what to watch out for. Abstracting the files for absolutely clear cut examples only, yielded 90 cases, ELEVEN FATAL.

What are these factors? I have listed them as eight types attributable to personal error and three more types to corporate error, all leading to accidents.

Personal

No adequate bottom landing/out of range/water landing.
 Total 14 (one fatal).

Comment: Where DID you think you were going to land? Check before take off.

Take-off with rigging error, kite damage, harness error.
 Premature parachute deployment. Total 16 (four fatal).

Comment: Grannie knows you're supposed to do a pre-flight check and hang check.

* Looking for the stirrup at take off. Total six (one fatal). Comment: Get well out first — you can afford to risk a stall there.

Colliding with cables. Total three.

Comment: All part of sussing out the site before you fly. Ask Grannie.

Radical Manoeuvres. Total two (one fatal).

* Scratching for lift (I mean REALLY scratching to stay up at any cost). Total 13.

Comment: Three wingspans is about 100 feet. If you're not a League pilot, closer (horizontally) to the hill than this, is too close, except possibly at some coastal sites.

 Combination factors (new kite, new hill, unfavourable conditions etc.) Total three.

Mid-air collision. Total three.

Comment: Well somebody, didn't look where he was going/hadn't planned where he needed to go.

Corporate

 Permitting prone conversion fliers to attempt unwise flights. Total 15 (three fatal).

Comment: Thank goodness Bob Harrison's Kingpost identification scheme may stop some of these. Note that I put part of the blame to the (experienced?) onlookers. This accident usually gives severe injury,

* Permitting inexperienced fliers to fly in high wind or very turbulent conditions. Total six.

* Pilot did not seem to recognise stall point, stalling repeatedly. Total nine (one fatal).

Comment: To recognise the stall and its consequences is ABSOLUTELY BASIC. Can't necessarily blame the schools (none of these were accidents IN training) but this accident type underlines the necessity for all to be trained very carefully and thoroughly.

by John Hudson

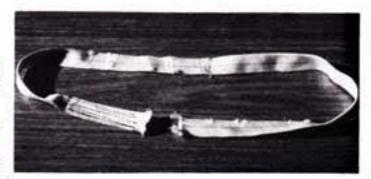
BEWARE!! Are you one of the majority of hang glider pilots relying on a single hang strap?

The loop pictured snapped when the pilot was several hundred feet up — he had a back-up loop and was able to land safely after being dropped sharply on to his base bar.

Back-up loops are available from hang gliding stockists.

Mainair Sports sells a range of sewn 1" webbing loops intended as back up and hang loops.

The webbing is rated at 4000lbs breaking strain but as you can see from the photograph, severe damage has occurred to this loop from it rubbing



on a sharp edge somewhere on a glider.

This has fractured approximately ½" from the sewn joint, straight through the webbing itself.

Every pilot is advised to continually check his suspension since from observation, over 50% of pilots fly on a single loop. It can happen! Back up!



Comet wins

A manufacturers' competition in October at Clécy, Normandy, was won by British League pilot Michel Carnet on his Magic Comet.

Second was Scot Zigal, an American, on his Swiss Rithner Piranha. Third was Gilles Bru on his Alpha.

The weather only allowed two tasks, sink rate and speed, and the Comet won every heat.

Manufacturers represented were: Rithner, Eole 2000 (France); Danis (France), La Mouette (France), Airwave Gliders (GB), Voilerie Duvent (France) and Hiway (GB).

NOT THE R101!

WHAT's this strange but strangely familiar shape in our skies?

Skyship 500 — the first of a new generation of airship — has begun its programme of flight trials.

At the controls is Commander Nick Bennett, chief test pilot of Airship Industries.

He is one of only three Britons holding a valid airship pilot licence.

Although AI's base at the Royal Aircraft Establishment, Cardington, was the home of the ill fated R101, Skyship 500 has little in common with airships of the past.

It is the brainchild of chief designer Roger Munk, whose previous lighter-than-air designs include the pressure cabin of the hot air balloon "Innovation" which broke the world high-altitude record in the USA last December.

Skyship 500 is 50m long with a diameter of 14m and an overall height of 18m. It is powered by twin six-cylinder air-cooled petrol engines driving twin ducted variable pitch propellers, giving a maximum speed of 63 knots.

Major sub-contractors include Aerazur, Porsche, Slingsby Engineering and Westland.

Early next year — after successful completion of flight trials and certification — four Skyship 500s will be leased to potential users for trials and longer-term evaluation.

GEOFF TURNER

It is with deep regret that the members of the North Yorkshire Sailwing Club learned of the death of Geoff Turner, the former secretary of the Newcastle and Teesside Gliding Club, on Thursday September 24.

Geoff, 28, had been a staunch supporter of our hang gliding activities at Carlton Bank in spite of the differences which have occured between gliding and hang gliding in other parts of the country and was well known to many members of our club.

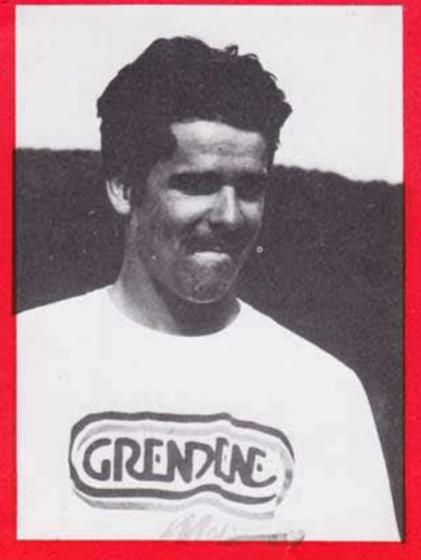
He had recently resigned as Secretary of the NTGC to devote more time to gliding instruction and to obtain his PPL and he will, I am sure, be missed by many people. He took his own life.

Gerry Stapleton, Secretary, NYSC.

Pepe Lopes

— Brazil

World Champion 1981





Rich Pfeiffer — USA

Second



Graham Slater

- Britain third

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



World beaters

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

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

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

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

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

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

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

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



continued

Leam Service Roll Scott



1st & 2nd Team '81 World Champ: All Flying MAGIC COMET

British League '81 Bleriot Cup '81 Mere '81

1,2,3,4,5,7,9th
1,2nd
1,2nd
1stAll Events
Currently 1st
1st

Mere '81 XC League '81 French Nationals

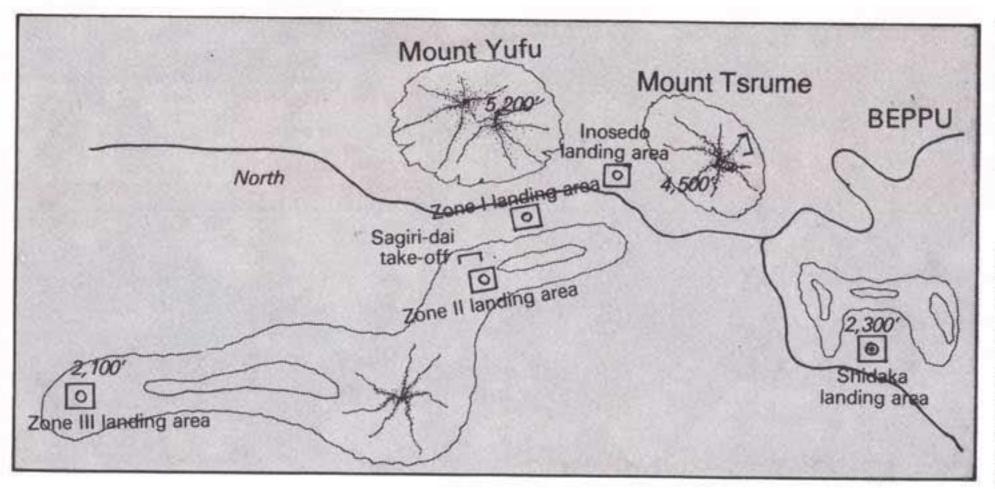
Swiss Nationals '81 Austrian Nationals '8

Austrian Nationals '81 1,3,5th
Owens Valley XC Classic '81 1,2,5,6,8,9th
Owens Valley Open '81 1,3,5th
1'stances The Solent

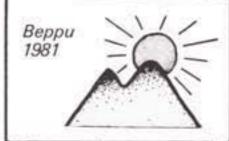
STIDERS GLIDERS

Airwave Gliders Limited, Unit 2, Three Gates Industrial Estate, Three Gates Road, Cowes, Isle of Wight PO31 7UT Telephone Cowes (0983) 296042

ts



Map showing the Beppu competition area



The sites

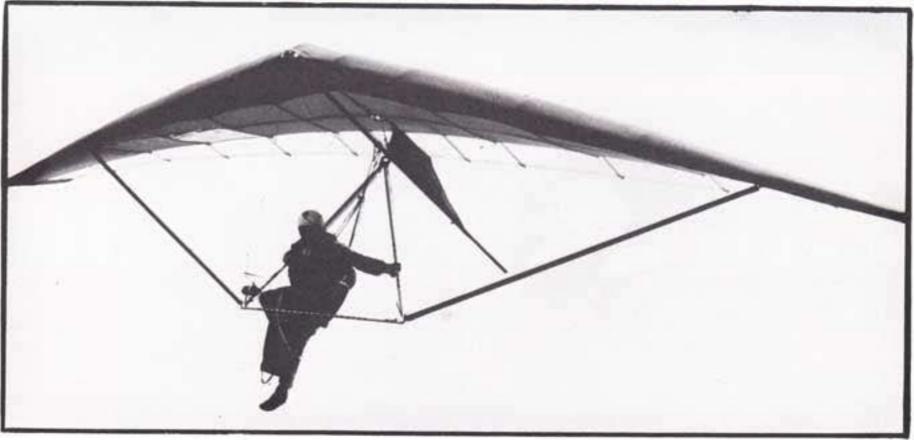
Mount Tsrume rises directly behind the coastal spa town of Beppu on the southern island of Kyushu. Just short of 5,000 ft ASL it is provided with enormous permanent launch ramps, and served by an efficient cablecar. The landing site had been scooped out of mountain side and was bigger little than rugby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

What they flew

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

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

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



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

some Comets in Class Two.

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

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

Most of the other Class Two

designasser batte. Cla a Co innov. Helm had aspect by a Walte with his Fireb. The

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

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

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

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

The Guggenmos Wings range were much in evidence among the Germans. De-flexors are still used here, to assist the exceptionally thin-walled tube used in these lightweight gliders.

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

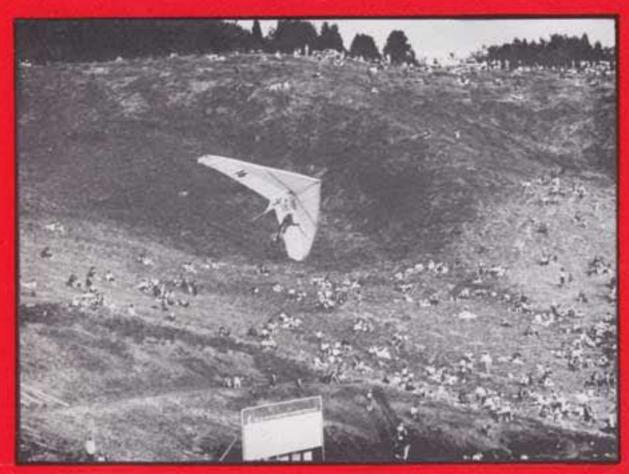
The Duck is strong and fast and no doubt we will hear more of it soon. After the rather indifferent reputation his X-Ray has gained, it is good to see Thevenot back with a winner — the Azur.

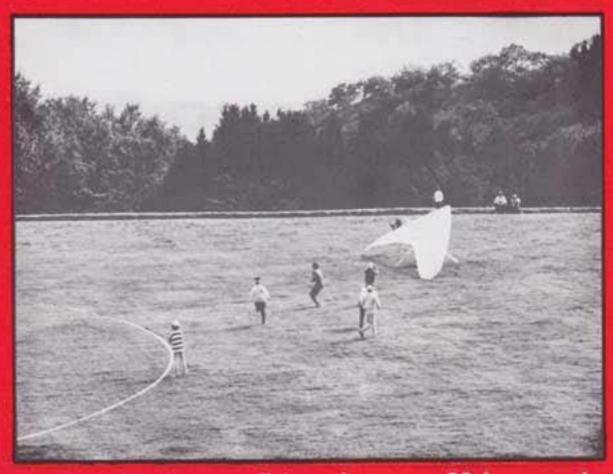
The Japanese and Korean entries were mainly the Blazer II, from Falhawk. This is a very Demon-like craft with extremely pleasant handling characteristics, as I was to discover when I flew one at the end of the contest. We will have to wait another year or so before the Japanese influence design in Class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

Going.....

.....gone!







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

Computer nailbiter

by デ"レ",ワ. エウ"ナンス

(Derek Evans, team manager)

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

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

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

A bit old-fashioned but, in the early morning conditions, it was a good call. The set time was three minutes, which meant losing a lot of height over the 1%-mile run, and everyone was late getting there.

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

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

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

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

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

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

Pool One took off containing, amongst others, Pfeiffer, Guggenmos and Freeman. All duly maxed out on duration, and the task was decided on deviation against the set time of 3½ minutes and the spot. "The Guggu" took the honours on both counts, and disaster for Rich Pfeiffer — he crash-landed, losing all his landing points! A score of only 773 for him. Johnny Carr and Tony Hughes were in the next heat and, again, everyone maxed the duration time of 60 minutes.

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

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

continued



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

from previous page

finished with a good second and 856 points.

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

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

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

How they flew

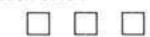
THE flying is after all what hang gliding is about. There was not a lot of it, but what there was certainly did demand that particular blend of skill, judgement and courage that champions are made of.

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

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

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

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



Second task was the XC to assigned landing zones.

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

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

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

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



Jurgen Rohrmeier launches a Guggenmos Wing at Sagiri-Dai



The launch at Sagiri-Dai

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

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

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

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

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

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

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

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

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

The tasks

FREE DISTANCE. This was never flown

 a wise decision, although not a popular one among the competitors: landing areas in Japan are few and far apart, and recovery from the mountains would have been a formidable problem.

XC TO DESIGNATED LANDING AREAS.
 Probably the best fliers' task. Five landing zones, the furthest about 20 miles. Only flown once, and nobody reached zone 4.

DURATION AND SPOT. A great crowdpleaser, and easy to run, but somewhat outdated now for top-class competition.

4. PYLON TASK. A good thermalling test, but little-used because of spotting problems. A pity, as it is a much more relevant test of pilot skills than duration and spot.

SPEED RUNS. Both direct and to landing zone or pylon and return.

Competition winners



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

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

ber Crosstubeword competition.

Where are we going

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

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

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

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

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

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

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

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

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

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

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

Japanese host: "Try these beans they're very good." Self: (looking at a bowl of green bean-

things still in their shells). "Thanks." Japanese host watches spellbound as, with what on reflection was somewhat arrogant facility, I seized several of the beans in my chopsticks and transferred them, intact, to my mouth.

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

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

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

Eventually:

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

Now where?

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

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

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

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

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

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

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



By Noel Whittall

Results

Top Nations

		Points
irst	Britain	24,283
econd	Switzerland	21,191
hird	Germany	19,324
ourth	Canada	18,981
ifth	France	18,532
Sixth	Australia	17,722
eventh	New Zealand	16,384
ighth	USA	16,382
linth	Brazil	15,881
enth	Norway	12,986
leventh	Japan	8,578
welfth	Spain	8,077
hirteenth	Austria	5,179

TOP TEN - CLASS I

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

CLASS II

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

British Team Results

TAS	K 1	2	3	4	5	6	7	Total	Placing
SLATER	873 914	1000 865	959 1000	982 965	1000 965	811 675	857 896	6482 6280	— 3rd — 6th
CALVERT	963 1000	953 688	990	850 1000	948 932	754 823	764 856	6222 5299	- 8th
FREEMAN	1000	0	713	1000	950	635	678	4976	- 22nd
HUGHES	811	974	669	0	1000	0	600	4054	- 33rd
HOBSON	802	300	0	844	846	-	-	2792	- 48th
WILSON	971	0	0	0	1000		-	1871	- 69th

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

Vortex fatality inquiry continues

THE Ibis South Wales Hang Gliding School and Chief Flying Instructor Mike Adam have had their BHGA registration suspended to January 31 while investigations into the September fatality at the school continue.

Meanwhile BHGA Training Officer Bob Harrison is circulating all schools with known details of the accident

which was the second fatal involving a Chargus Vortex within 12 months.

BHGA Council agreed the Vortex should be fully tested "at the earliest opportunity".

Witnesses to the accident at Troedyrhiw, Merthyr Tydfil, were Mr. Adam and three other students, friends of the dead man Andrew Redfern from Sheffield.

Fatal Accident investigator John Hunter is continuing a full inquiry with Bob Harrison and an inquest is expected to resume in January.

In a preliminary report which does not prejudice the final outcome of investigations Mr. Hunter states:

"The pilot, who was under instruction, was briefed to take off from the hill which faces west, overlooking into a south/south west wind, to turn left along the ridge and then through 180° to return parallel and then to execute another 180° turn and to land in a field 400ft. below the take off point.

"Conflicting evidence has given by the eye witnesses but it would appear that the hang glider, at some point during the flight stalled and went into a rotating dive. The impact was due west of the take off point and about 200ft below.

"The evidence from the scene of the accident indicates that the hang glider was travelling in a south easterly direction and impacted at approximately 40 m.p.h."

Does anyone want to be a guinea pig? By BHGA Training Officer

Bob Harrison

WHO would like to climb to 25,000 with the vario pegged off the clock?

Who would like to undergo disorientation exercises under controlled conditions?

Who would like to know a little more about survival and so be prepared when the last thermal drops you in it - be it in a Californian desert, the Kenyan bush, the Sahara or a deserted moor somewhere in the UK?

I need five paid-up BHGA members to volunteer their bodies and minds for the next trip arranged by our very own

flying Doc, Dunstan Hadley, to the Royal Naval base at Portsmouth.

Before have half the membership applying please read John Hudson's article in June Wings! - "25,000 feet gentlemen". If you are still keen WRITE to me stating your name, address, BHGA membership number - for insurance purposes and why you feel you should be one of the lucky five.

It is hoped that the people who go will not only be able to greatly from experience themselves but will also be willing to pass on their

newly acquired knowledge and feelings to other fliers.

So don't be shy - whether you are a League pilot or hate League pilots, I would like to hear from

The trip will last a full week day in Portsmouth and will cost nothing except petrol, accommodation if necessary, a couple of beers and lunch.

YOU DO IT entirely at your own risk and MAY feel a bit funny afterwards.

But you'll love it and the experience will be enlightening, to say the least. My address is: Shelfield Lane, Norden, Rochdale, Lancashire.



Diplex

DIPLEX have appointed several new dealers to handle the marketing of their hang gliding altimeters in the UK.

wrist-mounted The model is still available at around £55 including a 12-month warranty, and the range has been expanded with inclusion of a new panelmounted unit.

This altimeter is supplied with all the hardware necessary to attach it to a flat panel; and retails without warranty for about

The instruments are available with scales of 0-8000ft or 0-3000m.

Existing dealers include Mike Atkinson, Dunstable Hang Gliding School, Bertie Kennedy, Solar Wings, Mainair, W. Johnson, John Whitfield and Breen Aviat-

Trade enquiries should be made to the agent:- Simon Murphy, Turf House, Luppitt, Honiton, Devon.

Lottery winners

Winners of the October 500 Club lottery are as follows with prize money totalling £140.50 and a like amount for BHGA funds:

P.J. Scott £56.20, P.D. Prentice £28.10, J.G. Roberts £14.05, M.C. Niven £8.43, D. Aldridge £7.02, J. Sempik £7.02, M. Brenchley £5.62, R.K. England £5.62, D.J.E. Smith £4.22, C.N. Lark £4.22.

Two Silver Successes

more BHGA members have gained their Delta Silver proficiency

They are Robert Holden and Caroline de Glanville – the first woman to hold the award.

Robert, of Carlisle, fulfilled two of the Delta Silver requirements - a height gain and distance - in one flight on Owens Valley, California, this summer.

On June 8 he took off from Gunter Launch landed 67.6km away at Independence Airfield. His height gain was 2,343.9 metres.

The duration flight came on June 24, also in Owens Valley. Taking off again from Gunter Launch he flew for five hours four minutes and landed 15kms north of Bishop.

He is a Royal Air Force helicopter pilot stationed in West Germany.

Caroline's height gain and duration flight also took place in Owen's Valley this



Caroline de Glanville summer - on July 8.

Caroline, of Mounans-Sartoux, France, took off from Gunter Launch and landed five hours five minutes later at East Line Street. Her height gain was 2,290 metres.

For her distance flight took off from Brunas, Millau, France, and landed after 67 km at La Boussiere.

AGM reminder

BHGA annual meeting will be held on March 21. Members and Clubs are reminded that all formal resolutions must be submitted to the Secretary by the end of December.

They should bear the names and signatures proposers seconders. This will enable us to publish finite details and voting slips before the meeting in February Wings!

By adopting a more orderly approach we aim to avoid

minute proposals of which those attending have no prior knowledge.

There will be the usual quota of Council vacancies. Will members willing to work and capable of playing a part in managing the Association please contact the Secretary. Nominations are open until the start of the meeting.

Formal proposals for a change in the constitution, however, require 56 days notice.

A bad year for the Roses

BRITAIN and Yorkshire captain Robert Bailey has accused his Lancashire rivals of losing interest in open cross country flying after Lancashire failed to raise a team on probably the last weekend available for the annual Roses clash.

He said Lancashire leading lights Graham Hobson and Bob Calvert seemed to have lost some enthusiasm for pure hang gliding in favour of triking.

In the event, the last Sunday in October saw ideal XC conditions at Carlton Bank, North Yorkshire, with several pilots "going for it" and big height gains for fliers not leaving the ridge.



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

Could scenes like this - captured by Alan Symes at Dunstable - become the norm? Pictured is Dunstable Club pilot Steve O'Callahan and a "flying squad" officer

Fight, fight, fight! for the right to fly

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

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

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

Individual clubs wold not have the resources to pay for legal expertise to preserve threatened

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

Working

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

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

help in the future.

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

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

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

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

During 1980 Adur District Council appealed to

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

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

financial "muscle" to win through.

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

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

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

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

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

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

The Council wishes to thank the following who have contributed to the Fighting Fund during 1981 up to and including October 23.

A. Christian, B. Clifford, M. Lake, M. Bailey, P. Holt, J. Carstairs, P. Grant, T. Hyner, N. Sumpter, P. King, F. Smallwood, P. Hair, A. Crocombe, D. & B. Bedding, Dunstable Hang Gliding Club, P. Roberts, A. Williams, R. Schwab, R. Sugg, S. Moodie, N. Goodyear, K. Wilkinson, R. Boness.

ARROGANT CRITICISM

Dear Sir.

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

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

Midas.

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

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

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

line.

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

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

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

ADAM JEFFERSON Poole Dorset.

Yes, there is a light kite

Dear Sir,

Referring to your Women and Hang Gliding feature and ladies' complaints

about weighty equipment -

There IS a lightweight glider, commissioned by Sussex College, spanning 26 feet and weighing just over 33 lbs (15 kg) with an area of approximately 145 square feet. It has been soared at 131/2 stone but is designed for smaller people up to 81/2 stone.

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

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

VINCE HALLAM Brighton

(P.S. it costs £575 inc. VAT.) More letters on pages 20 & 21



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

Bitternessat Bishop

Dear Stan -

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

· the rules for Bishop are as stated in Wings! July 80;

 they are complicated, unnecessarily restrictive, totally ignored by HG pilots and totally unenforced

by the Scottish Gliding Union;

· the rules were due to be reviewed in December 1980; no meeting has occurred, despite SHGF initiatives:

* I have no recent evidence of incidents or unsafe

procedures at Bishop;

the apparent lack of interest on the part of the SGU is explained by the fact that excessively strict conditions were forced by people who are no longer on the SGU board, particularly by a previous CFI, and by the lack of incidents;

the most active HG pilot on Bishop is a lapsed member of the BHGA; (One questions the wisdom of mixing with cockpit gliders without third party insurance, and the wisdom of the SGU in tolerating

 despite the assertion on that pilot's tee-shirt, my parents married long before I was born:

juvenile insults are unlikely to diminish my efforts to make and keep Scottish hang gliding safe;

 the injury record of the local HG club, considering the number of members and the level of activity,

is deplorable.

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

IAN TROTTER

Safety Officer, Scottish Hang Gliding Federation

Getting safely from Pilot One to Pilot Two

Dear Stan -

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

Like Bill I was concerned at this possibility. On checking the situation I am

informed that Roy Hill had recently made the BHGA's position clear in a letter to Lindsay Breen of the Welsh Hang Gliding Centre. The relevant part of that letter reads as follows: -

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

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

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

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

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

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

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

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

Dear Sir -

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

> JOHN DIX, Jersey.

which I believe are fairly typical:

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

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

getting.

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

Later under follow-up instruction I progressed to an intermediate glider. converted to prone and then obtained

my own hang glider and kit.

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

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

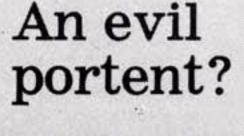
All the club members were friendly and helpful but nobody really went out of their way to get me flying with them. None of the clubs had programmes training for members, club-house facilities or qualified instructors available seven days a week. The clubs seemed to serve mainly as a focus for social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

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

period between P1 and P2.

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

> TONY SMITH. Birmingham.



American pie

PICTURED, right, is 1981 American hang gliding champion Rich Pfeiffer.

As reported in September Wings! Rich switched from UP Comet to Sensor for the USHGA Nationals at Slide Mountain, Utah.

Pictured below is Fred Hutchinson, winner of the Open class on a Fledge III.

Taking-off right, on his Sensor is Jeff Burnett, 2nd-placed in Class I.



Pictures by Bettina Gray

FLIGHT BRIEFS

Wessex XC trophy

The Wessex Cross Country Trophy was awarded to Pete Robinson for a flight of 50 miles on a Typhoon. Runner up was Alan Smith who flew 26.4 miles on a Comet.

The trophy is awarded annually, closing date June 24 to maintain competition up until the last day.

It is awarded for the longest cross country flight by a Wessex Club member from a Wessex Club site. None of our thermal sites is more than 350' top to bottom. Wessex members have consistantly shown that good XCs can be made from these small sites.

Parachute thrown

French pilot Frederic Haim broke a leading edge on his Lancer 4 in extreme turbulence when caught in cloud at Lachens, reports John Duncker. He deployed his parachute, taking an estimated 20 minutes to descend. He suffered mild frostbite.

Gray prize

Time is running out for anyone still wanting to win the £150 Gray prize for journalism. Contact the editor for more information. The winning entry will be published in full in Wings!

Exhibition

A museum of London special exhibition recreates the exciting early days of the British aircraft industry up until the eve of the Great War in 1914.

Companies like De Havilland, Handley Page, Hawker, Avro, and Short Brothers, were founded by the young men who pioneered flying machines in London. The exhibition opens on November 16.

Retirement

Bill Tench, retiring chief Inspector of Accidents at the Department of Trade, has been made an Honorary member of the BHGA.

He was presented with a tankard and scroll on his retirement by Fatal Accident Investigator John Hunter, himself an honorary life member. Mr. Tench conveys his "sincere thanks" to members.

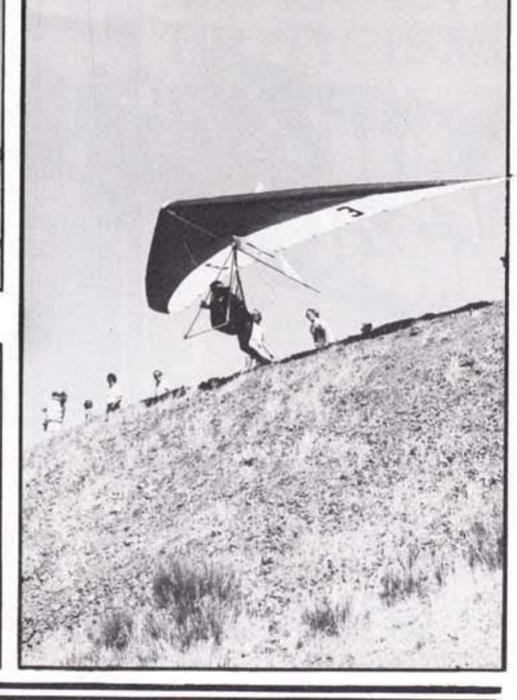
Bob's view

Training officer Bob Harrison is anxious that Wings! readers may have interpreted remarks in August Wings! as indicating he was against the use of airspeed indicators. He points out that while he has misgivings about their safety value, his mind remains open until a full appraisal is complete.

Clubs rule

All League pilots must be members of their local clubs, BHGA competitions committee has decided.





Fifth BHGA Instructors' course

Back to school

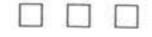
By Ian Trotter

HARD work, we'd been warned, and so it was, despite the fact that the exams had been issued before the course to save time.

Tuesday was the heaviest day: classroom from nine till noon, no lunch-break, on the hill till dusk, break from 8.30 to 9.45 then debriefing in the bar of the Dragon until collapse set in.

After collapse we'd talks or forecasts to prepare. The worst moment was probably watching Bill Payne thermalling 1,000' above Tredegar while we were trying to cope with Howard Edward's and Bob Harrison's highly convincing imitation of student behaviour in dynamic tether and "low and slow" flights.

Howard's six-year-old daughter Sarah helped to keep us sane.



Having survived Tuesday, got used to the pace, and to each other, most of us were enjoying it more and getting more out of it by Wednesday.

If we worked hard, Bob worked himself even more, and Howard was a tower of strength, running up the training slop a dozen times with a Stubby and doing a magnificent role-playing job as student to Jim Bowyer's instructor.

BHGA President Ann Welch made a welcome visit and a valuable talk and Gerry Breen threw in some interesting ideas on training in the future.

We all passed, which I gather was unprecedented. I had had doubts following stalls by a real and total novice in dynamic tether, saved from a bump by an urgent shout of "Push out" from Howard. My reservations were eased by Bob's forceful comment that a course of a mere five days was NOT intended, of itself, to produce ab initio instructors and that anyone considering pre-P1 training would require to spend a substantial time in a real school environment.

As post-P1 instructors, we were OK, perhaps even good, as potential ab initio instructors, and only a few members of the course intended that, we had a great deal to learn.

The serious nature of our commitment as instructors was sadly brought home to us all shortly after the course by a fatal accident in an instructional situation.



The salient feature perhaps was our tendency to interrupt each other. Almost everyone was self-assured, bright and more inclined to talk than to listen.

The worst moment was when Bob had difficulty getting a point on the use of polars for best glide angle in lift/sink, head-and-tail winds, thanks to my under-rehersed talk on the subject. He found six volunteers to explain, simultaneously.

Very valuable indeed, particularly for the Scots who're still out on a long limb, especially with respect to instruction.

Watching and listening to people with the experience of Jim Bowyers, Paul Farley and Howard Edwards was a real eyeopener. Congratulations to Bob and Ann and thanks to the De Havilland Foundation.

The 2,500' 'drop'

test

Story — Stan Abbott Pictures — Robert Whittall, aged 12.

THREE times more radical than the worst "Over-the-falls" exit from a thermal.

That's Noel Whittall's verdict on the sensation of being dropped from a hot air balloon.

It's a sad fact that the best elements of hang gliding and hot-air ballooning can never combine to offer a realistic alternative to tow launching.

Cherished

Thermals are death to hot air balloonists — a meaty thermal can easily deflate the envelope — and so balloon launching can never provide better than a morning or evening sled run.

A long sled run, maybe... Ken Messenger made it across the Channel and Brian Milton got two thirds way there in one of his two close encounters to date.

And that was what drew Dales Club chairman Noel to fulfil his "long cherished ambition".



Bale-out

"I was asked if I would fly my trike at a country fair and it was mentioned in passing that there would be a balloonist there — I rashly said 'that's great because I have always wanted to do a balloon drop'," Noel told Wings!

"I spoke with Mark Southall and Dave Redmond at Solar Wings and Keith Cronshaw of the Pennine Club and promptly disregarded almost all the advice I was given after thinking of slightly different ways of doing it.

"I suspended the glider from the keel rather than the king post as has usually been done."

The watchword throughout was simplicity — using just one wire meant there was nothing to stop the glider rotating — "but you don't rotate very quickly".

The drop can in any case never be into other than dead air as the balloon is, of course, drifting with the wind.

"And DROP is the operative word," said Noel.

Violently

He used a positive telephone line rather than CB radio with a simple jack plug to break contact with the balloon basket where fellow hang glider pilot Eric Rowley was among the crew. "We didn't want the local breakers swamping us."

With the magic 2,500ft. release height firmly in mind the combination took off and the release took place rather below that.

"Although the balloon is descending at the time, let nobody have any illusions that you do drop vertically and violently — it's about two or three times as radical as the roughest over-the-falls thermal experience I have had in England.

"I had the bar well back, but that on reflection wasn't the best place for it — there's no danger of tail sliding but there is definitely a real danger of tucking.

"People asked me whether I pulled or pushed — I just hung on.

Displays

Other dangers are in a dirty take-off leaving the glider trailing and damaged and hence a nasty choice of launching a damaged glider or trying to land glider and balloon together again.



The hang check — a tree makes a good substitute for a balloon!

In conclusion: "It's not something to do for a giggle really — it needs to be thought out very carefully and done with a few experienced pilots around you."

Also to be remembered — for displays you need CAA dispensation as it's against the law to drop anything from an aircraft.

Noel finally did make a public appearance where his multiple 360s and wing-overs were wildly applauded by a near "football" crowd near Skipton. But don't EVER ask him what the event was all in aid of — he's VERY touchy about that!

WHO FANCIES A FLYING SAFARI?

by Lindsay Ruddock AFRICA's answer to Owens Valley is called the Kerio Valley, just half a degree north of the equator in Kenya.

Christmas and January – the dry sunny season – see the weather at its best. Last year, Dave Cheesman and I made the trip.

We did the groundwork, we surveyed the air, and found a hang gliding paradise.

A five to ten knot unstable airstream blows constantly from the North East.

Cloudbase

Well-formed flat-bottomed cumulus dot the sky, proof of the easy thermal lift to be had any and every day. The beauty of it is that conditions are not nearly so radical as Owens Valley.

Cloudbase is 12,000' to 13,000' ASL, take-off 8400', valley floor 4200'. The take-off is part of an 80 mile 4,000' escarpment — but that's incidental! Turbulence and strength of thermal are comparable to flying in

England.

Because the lift is so dependable, as well as flying yourself silly, a hang gliding holiday in Kenya is an excellent opportunity to see the grass roots of an African country.

There is no racial hatred and the political climate is stable. This is a hang gliding holiday that the non-flyer will find equally exciting.

Negligible

Will anyone interested in making up a larger party for this year's trip, please contact me now. As an example of costs last year the return air fare was £290, 4-wheel drive vehicle hire £26 per day, other costs negligible.

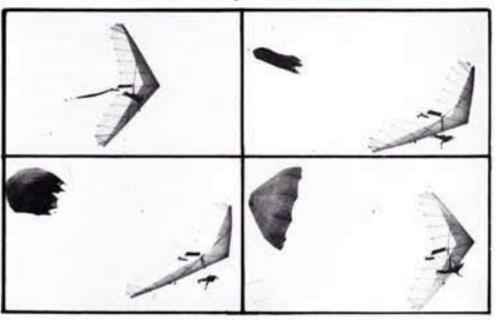
Drop me a card with your phone number to 43 Praed St., London W2.

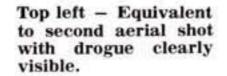
French champs

The French hang gliding championships were won by Klaus Kohmstedt, flying a Comet. Second was Mike de Glanville, Demon, and third, Gerard Thevenot, X-Rays.

When disaster

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





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

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



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

Pictures @ Steve Thompson

strikes

— PULL THE CORD!

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

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

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

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

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

ANY back up system.

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

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

The pilot has a simple "D" ring which is harness-mounted for a solo hang glider and airframe-mounted for other craft. A cable release runs to the vital locking pin. When the pilot makes his decision to deploy, he has ONE movement to make: he grabs the "D" ring and gives it a firm pull for 21/2".

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

prototype design:

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

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

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

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

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



Goggle-eyed! Test pilot Pete Best proves Skymaster works

where the canopy is climbing out or

This new canopy had to be deployed f an aircraft by a skydiver in free fal that its performance could be checked official observers of the British Parac Association.

Having done this the canopy design suggested we use fewer lines to minir the possibility of entanglement, and sink rate and opening time was decli exceptional, by the skydiver - in the high speed test was done from 3 at 107 knots, and the subsequent oper was so sudden that the parachi sustained a very painful twisted I because of the sharp deceleration, and bang as the canopy opened was cle audible on the ground!

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

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



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

Current harness packs cost about £24 Skymaster will cost an extra £100, 1 an automatic engine stop option for t use, so that a deployment kills the po immediately. Of course a big advant for the Skymaster system is that it not only save the pilot; it will also lo his precious machine to earth in reason fashion, without leaving £18,000 of prec sailplane (or Cessna) to fall uncontro and destroy itself, and anyone who happ to be underneath it.

Our belief in the Skymaster is this is simple, it is dependable and it wo

May you never need it.

Thanks to John Clarke, Peak Sci of Hang Gliding for essential testing on Details from Len on 0298-87 or Pete, 0302-866647 or 0709-583235.

Above - Main

canopy opened,

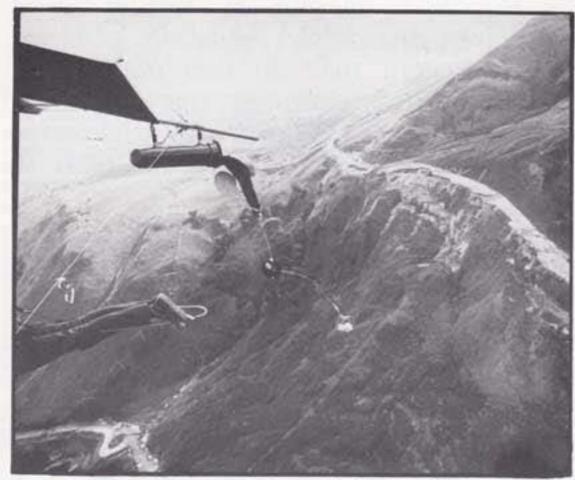
stopping the pilot

swinging up into

feet

note

keel.



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

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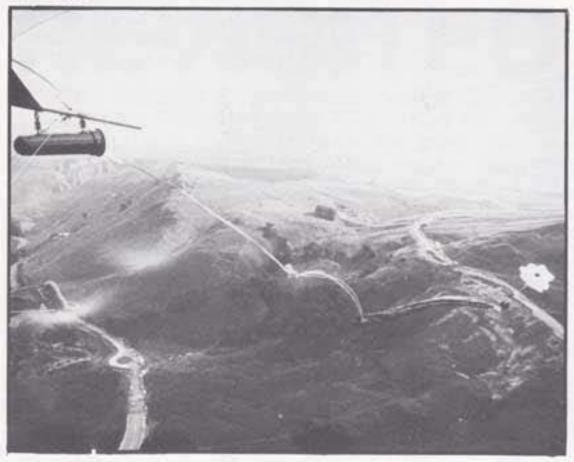
with trike ower stage will

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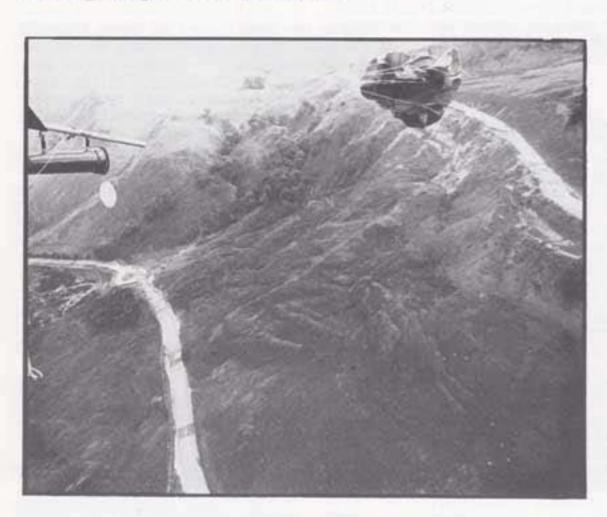
pens

- it wks.

hool his 1289



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



5: 4.5 seconds - semi-inflated main canopy.



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



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



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

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

Ever been stuck in a rut?

Just as I think this, the car stops. Only

It took me almost an hour of digging.

one minor problem, I've still got it in

gear, with the throttle open!

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

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

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

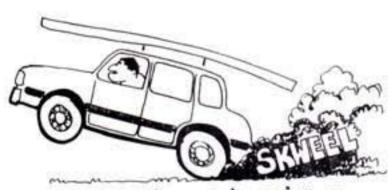
I'm told that Mick Tomlinson went out early with Marc "you've missed it"

Asquith, to Merthyr.

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

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

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



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

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

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

at last, unbelievable. It's now 4 o'clock, well the best thermal may have gone, but at least I'll get an hour's flying. Here is where to get off the road, on to the moor, then across with

the glider, rig and fly into a nice big thermal.

and finally jacking the car up on one side, to get the axle off the hump. By that time it was dusk and a big black cloud was

drifting towards the ridge. I decide to wait for them, to be sociable (or to vent my frustration on some body). Howie appears first, and tells me of 1000' thermals, but "I won't go on about it," and off he goes.

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

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



... the vario blips ...

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

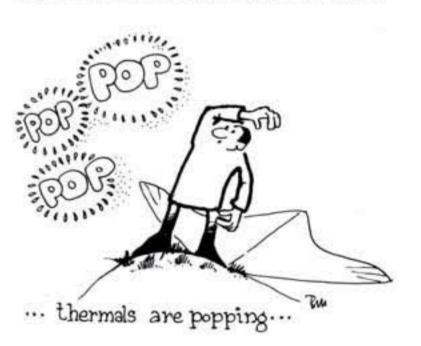
We decide it is not the right site to be flying today. The only possible alternative bar Rhosili, (too far by now) is Caswell, a 200-300ft coastal site.

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

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

(with a "nonk-strap").

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



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

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

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

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

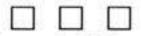
Only one other thermal was strong enough for me to 360 in, but my flight lasted one hour and 10 minutes, and I got to see most of Swansea and the Gower (well it seemed like it) and my own flat.

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

> ROBERT HOBBS University College of Swansea Hang Gliding Club

SAYING GOODBYE TO SECURITY

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



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

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

by Steve Pritchard, Cumbria HGC

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

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

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

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

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

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

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

LAKELAND REVISITED

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

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

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

Soaring

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

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

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

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



XC news on pages 10 & 11

by Philip Coupe

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

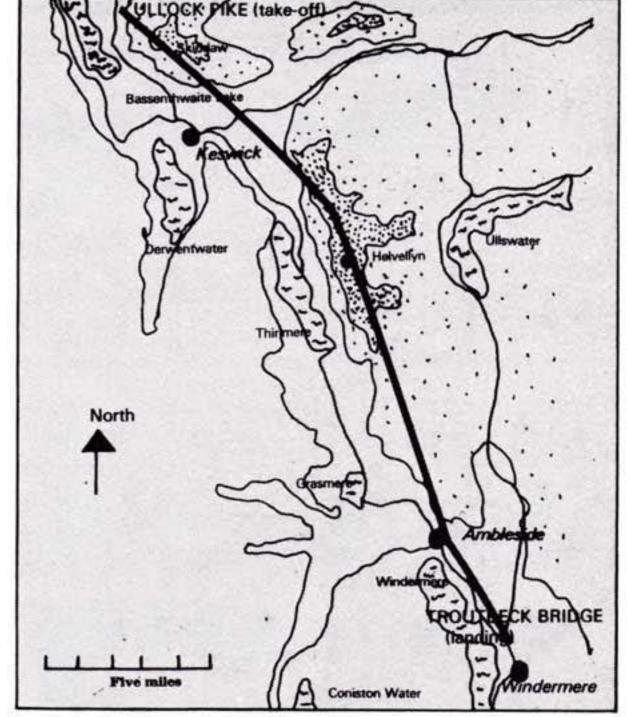
The first part of the flight from Ullock Pike to Clough Head — the next west-facing ridge is a down wind glide of 5 miles. I left at 2,700ft (earlier I would have been 1,500ft. higher) and arrived at only 800ft., which is 750ft. below our normal take off for Clough Head.

Luck

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

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

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



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

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

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

I landed at Troutbeck Bridge

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

My thanks to Dave Weeks who collected me.

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

Flight time: 3 hrs. 45 mins. (cross country 1½ hrs approx.)

Distance: 21.8 miles. Heights given as above sea

level.





THANK YOU!

Dear Stan -

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

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

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

All of us flew here and appreciated the interest in flying from take-off and scraping around the right hand spur to soar up and above the top of the main Cringle ridge. Totally different to our own coastal sites which are more or less straight ridges or cliff runs.

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

LAWRIE ST.JOHN Dover & Folkestone HGC.

PRIZE CROSStubeWORD

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

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

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

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

September Crosstubeword winner, page 2.

No.3. by Putney

Clues W-E

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

6 7 9 7 9 10 11 12 12 13 15 16 17 12 18 19 22 23

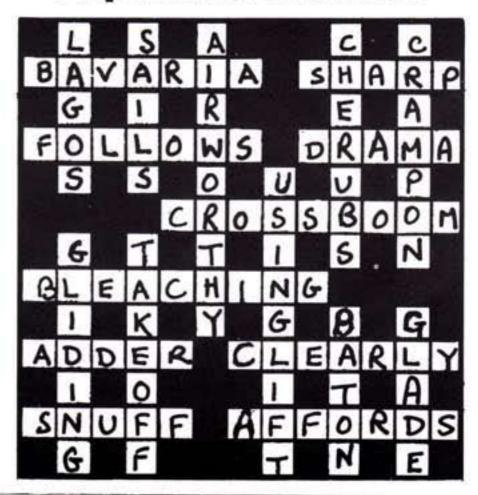
14 and 23) Red aviator's also one-time circus owner (5,3,9).

- 15) Essential undercarriage components? (6).
- 16) Filter spoilt with no hesitation to give vertical component (4).
- 20) With air, formerly propeller (5).
- 22) National Trust to learn about lamp? (7).
- 23) See 14.

Clues N-S

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

September solution



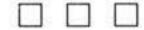
Finer points of air law

Dear Editor,

Ian Trotter's experience with a prominent pilot,

August, p.13, needs explaining.

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



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

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

dangerous.

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

VINCE HALLAM, Brighton.

'Flying by feel' debate goes on

Dear Sir,

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

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

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

As for the other points

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

I forecast a great future for him politics!

Finally, I welcome his

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

certainly He has opened up a subject which is great of

interest. MIKE COLLIS Gosport,

Hants.

Dear Sir,

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

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

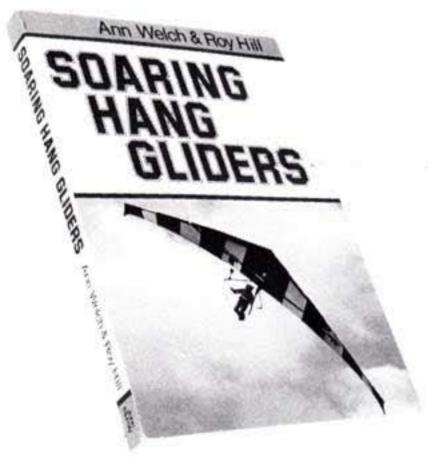
The old addage, about how you can tell a new vario flyer because he's at the bottom of the stack,

eye's glued to the dial is very true.

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

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

> JOHN HUDSON Mainair Sports, Rochdale.



POST FREE OFFER EXTENDED FOR CHRISTMAS!

SOARING HANG JLIPENJ

by Ann Welch and Roy Hill

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

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

John Murray

paperback

160 pages

91 photos & drawings

£5.95

AEROSPACE INFORMATION CENTRE, 8 The Orchards, Sawbridgeworth, Herts CM21 9BB Payment with order please

Much ado about microlights

by Jonny Seccombe
Training Officer of the British Microlight Aircraft Association

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

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

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

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

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

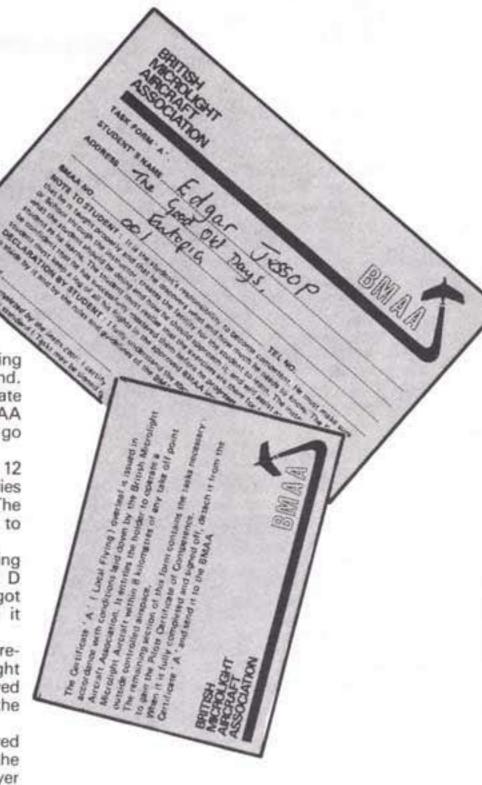
the British Microlight Aircraft Association training scheme has been devised with this in mind. A BHGA Pilot 2 can get his BMAA certificate of Competence with the help of a BMAA Instructor or Observer - there's no need to go to a commercial school.

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

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

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

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



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New power unit promise

by Ian Walker

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

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

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

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

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

ULTRA SPORTS MOVE

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

The factory is 5,000 square feet in area and is capable of producing 20 Tripacers per month — both the 250 c.c. and the 330 c.c. models. Ultra Sports is busy developing a twin seater — due for production shortly.

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

FLIGHT BRIEFS

New SW site soon

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

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

Who's in?

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

Allan James remembered

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

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

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

New Champ

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

Grand Prix

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

Birdman grounded

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

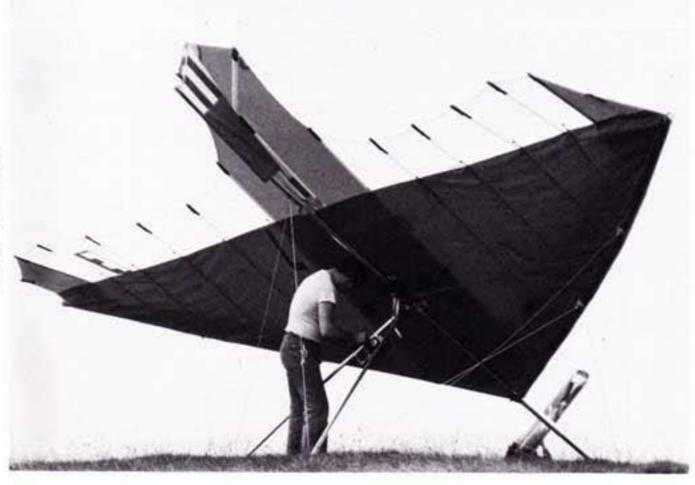
Bob is also contacting the Isle of Wight Hang Gliding and Microlight Centre in connection with an advertisement in Adventure Sports and Travel magazine which states, falsely, that instructor Mike McMillan holds BHGA Chief Flying Instructor rating.

Dunstable hearings

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

SEA-LANDER

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



Dick Christon (North East) 0642-781749 Paul Bennet (Midlands) 0455-32931 Pete Jackson (Peaks Sheffield) 0742-585644 Kev Moloney (Southern) 052-554703

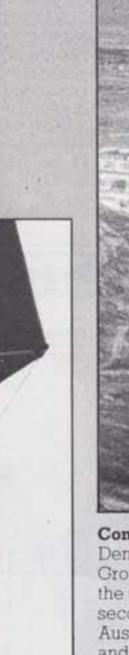
THIS GLIDER HAS NO BRITISH C. OF A. The 90 per cent doublesurface glider that's ideal for power Scottish Aerolites Centre
DISPLAYS TRAINING SUPPLIERS

15, SOUTH LOANHEAD, LIMEKILNS, FIFE. TEL. 0383 872292

Demon: a small miracle

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

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



Write for details and information about your local agent to:

Hiway Hang Gliders Limited

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





Competition results:

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

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



The Early Days, No.4

Into the unknown

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

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

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

I was lucky as I was thenf

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



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

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

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

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

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



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

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



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





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

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

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INTRODUCING the new Wings! fully classified advertising pages.

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.

Accessories

Accommodation

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

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

Bargain, £95, 01-462-3630.

TRIKING, Cross-country or ridge soaring? You need an altimeter. Buy the best. the THOMMEN 1,000 and 2,000 or the DIMPLEX. Phone: Huntingdon 72225.

PRICE XL prone HARNESS. Suit pilot of 13+ stone, or over 6ft. Very strong and comfortable. Immaculate condition. £45. Tel: Rod Bird, Warwick 496314.

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

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

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

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

FLY IN THE ISLAND. 100 yards to the sea, lawned garden, sun and TV lounge, licensed. Use of workshop for the pilot. Phone or write for brochure. Keith Brettell, Saunders Hotel, Coastguard Lane, Freshwater Bay, Isle of Wight, PO40 90X. Tel: 0983 752322. Party bookings, children and pets welcome. Any day, any stay.

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ADVENTURE SPORTS EQUIPMENT, 127 WATH RD; MEXBOROUGH, SOUTH YORKSHIRE. Tel. (0709) 583235 (0709) 76979.

Glider market

LIGHTNING 195 in very good condition — telephone Buckingham 2325.

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

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

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

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

SUPER SCORPION C Mk II. Sliding box etc. With B/bar and seated harness. 6 months old. £500. AVON SWIFT (large). In excellent condition. £50. Tel: Llangennech 820404.

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

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

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

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

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

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

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

Hiway VULCAN C. Low airtime. Absolutely perfect condition. £300. Steve East, Blaenavon 790574 (office hours).

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

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

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

Southdown FLOATER 195, high performance intermediate glider, flies well, simple and quick to rig. £430 ono. Eddie, Caterham 44899.

FALCON IV, distinctive colouring, good condition, seated harness. Not flown for a year. Ideal EPC to intermediate, £195. Telephone Cliff Pummell. 01-777-2441 (Kent/London). WHY WAIT for a new DEMON. Buy mine now for £650 ono. Tel: Paulerspury 678 or Blizworth 858812/274.

All-red DEMON 175, Beautiful bird with well tuned sail, £650. Also FALCON IV — ideal beginner/P1. New tubes, spares, £150 ono. Peter Harvey — 0908 501304.

CHEROKEÉ, med., good condition. Orange, yellow, white. Includes Solar Wings harness, helmet. £400 ono. Phone Steve or Kevin, day, Bourne End 26722 or eve. Bourne End 20162 or 28083. SAFARI, mint condition. Flown twice only. All red sail, going power, hopefully. £400 ono. Sheffield 848457.

Large SUNSPOT. Prone harness, helmet, roof rack. Ideal first kite. £200 ono. Glover, Wakefield (W.Yorks) 370655.

CYRUS V B. Single deflexors. 1¾" leading edge. Seated/prone rig. Delivery can be arranged. £300 ono. Phone: Dave 031 346 1998 (Edinburgh).

12M SIGMA. Immaculate condition, beautiful rainbow emblem, low hours, any sensible offer considered. Also PACIFIC GULL ALPINE II KS, good performance and handling — offers. Tony Fletcher, Swansea 49825 (home) or 468500 (work).

Medium SUNSPOT, very good condition, never pranged. Two tone blue. With seated and prone harness, £250 ono, Colwyn Bay 56153 daytime.

CIRRUS 5B, late model, immaculate, rigs seated/prone, £250 ono. for quick sale. Phone Joe Frame, 069 83 72437.

ATLAS — med — older model but good condition and performance. £375. Howard Petith, Swansea 205678, ext. 543, or Secy., ext. 667. VULCAN, excellent condition, going cheap to a competent P1 who needs L/D. Offers to lan Trötter, 031 552 7736 evenings.

TRADE INS. Atlas 16, £475. 12m Sigma, £400. Cirrus, £265. Beautiful Storm, £475. And lots more plus Mainair Marts. Hundres of s/h gliders. Send S.A.E. for list. Subscriptions to HANG GLIDING and GLIDER RIDER, £17 each. Lots more — MAINAIR SPORTS LTD., Shawclough, Rochdale, Lancs. Tel: (0706) 55131. Telex 635091 MAIN.

N.G.S. CLEARANCE. As new Demon 175, £700. NEW X-ray, £685. As new Lightning 165, £500. Contact NGS, 061-973-4085.

HAMPSHIRE FLIGHT TRAINING CENTRE LTD. offer a range of EXCEPTIONALLY CHEAP second hang gliders including: Wills Wings SST 100 C. Very good soarer, £100. Bennet Phoenix 8 Jr. High performance at a lowly price (prone only), £150. Olympus 160 (scruffy). Offers to clear. Electra Flyer Nimbus Super little glider, ideal for first glider, £225. Sigma Floater large. Choice of two. Offers from ambitious P.1s. From £395. We need the room for other stock. try an offer on any of the above. We may say 'yes' - you can't lose. Contact H.F.T.C., 21 Penns Rd., Petersfield, Tel: (0730) 4467.

SAFARI, Medium. Nice colour and condition, plenty of soaring, seated and prone. £300 ono. Also seated harness. Tel: Macclesfield 31834.

CHEROKEE small. Custom sail, good condition, owner going abroad. £310. Bob Dalley, tel: 0453 884139. Bargain CYCLONE 165. Good condition, beautiful flier. £250. Any offers welcome. Tel. Pete on Bristol 693871, ext. 336.

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

Personal

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

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

Schools

SUSSEX COLLEGE OF HANG GLIDING, 18B Queens Rd., Brighton. Teaching. Prone and top landing. Spares, repairs and sales. F.L.A.C. Hiway. Lightning. Sigma 12 metres, £350. Lightweight Mini Floater, £575. Superscorps. etc. wanted part ex. Brighton 609925/24151, ext 171.

Wanted

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

Miscellaneous

SAIL REPAIRS. Alterations. Good quality work. Finest material used. Ron Green, 61 Passingham Ave., Billericay, Essex. Billericay 22974.

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The B.M.A.A. is the Association for all seriously minded MICROLIGHT AVIATORS. Our magazine FLIGHT LINE is full of the latest information. For further details, please send s.a.e. to Secretary, B.M.A.A., 20 Church Hill, Ironbridge, Telford, Shropshire.

EAGLE MICROLIGHT. Only 5 hours running time, twin pack power unit. As new aircraft. Mike Gardiner, 0243 512310 office hours.

250cc SKYTRIKE/VULCAN. Less than 10 hours; engine and glider £1,395. Mike Gardiner, 0243 512310 office hours.

HIWAY SKYTRIKE 160, Mk II Super Scorpion. Flown only 10 hours. Excellent condition. Offers around £1,200. Tel: (0270) 811895 evenings.

CHARGUS T250.

Single and dual seat trikes available. From £1,476. Send large s.a.e. to PRYCARDAN LTD., 28 Bagdale, Whitby, North Yorkshire. Tel: Whitby 604353.

An advert like this would cost you just £5.60 or £6.72 with spot colour

Wings!

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

Contacts

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

Welsh League

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

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



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

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

diary

INTRODUCING the new December 2 Wings! diary. Secretaries North Yorkshire Sailwing Wings! pondents will shortly be Meeting receiving pre-typed forms to fill in diary dates. Until then please send your diary entries to the editor.

November 21 Southern Club — Annual Dinner and Dance General Meeting.

November 22 BMAA Annual

Meeting, Civic Hall, Wolverhampton, (doors open 9.30am)

corres- Club - Annual General

December 3

Dales Club - Auction of Equipment

December 11

Dales Club Annual

December 12

Malvern Club - Christmas General Social

December 16

Pennine Club - Christmas party

ADS INDEX

new service to readers — an index of display advertisers, not in the classified section.

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National XC League October placings

All distances in miles

1/2/3 Ave.

denotes British League pilot

club

Position

			N/ER			
•	1 Robert Bailey	Dales		38.6		
:	2 Jim Brown	Dales		37.3		
3	3 Johnny Carr 4 Peter Robinson	Southern Wessex	50.0 20.4		39.6 43.0	
10	5 Michel Carnet	Southern	48.4		28.6	
	6 Bob Harrison	Dales	18.2		34.3	
	7 Colin Lark	Avon	32.0		40.1	33.
	8 Allan Smith	Wessex	26.4		15.1	30.
	9 Richard Brown	Pennine		18.5	39.0	29.
	10 John Stirk	Dales	82.6	action.	*	27.
	11 Sandy Fairgrieve	Northampton		23.6	26.6	26.
	12 Neil Atkinson	W. Counties	25.8		14.0	
	13 Ali Milne	Angus			22.2	
	14 Donald Carson 15 Marc Asquith	Osprey Inverness Mercian	21.4 11.3		21.3 41.8	23.
	16 John Fennell	Dunstable		25.8		
	17 Mark Silvester	Pennine		17.3		
	18 Bill Walker	Lanarkshire	14.3	26.5	23.2	
	19 John North	Pennine	17.4		28.1	
	20 = Chris Taylor	Cumbria	22.8		17.4	
	20 = Peter Waterworth	Avon	29.8	13.4	15.4	19.
	22 Dougal Scott	Angus	16.6	19.4	20.2	18.
	23 Brian Godden	N.Yorks		25.9		18.
	24 Philip Higgins	Sheffield	12.9		10.7	
	25 Howard Rockliffe	Avon	22.9		12.7	
ŝ	26 Gordon Holmes	G.Caley				17.
	27 Geoff Snape 28 Graham Bell	Pennine Peak	34.6		13.9	17.
	29 P. Huddleston	Sheffield	17.1	16.1	18.4	
	30 Tony Hughes	-		29.9	10.4	16.
	31 Richard Iddon	Pennine	17.7		15.5	16.
	32 Donald MacKenzie	Lanarkshire	12.6		26.4	16.
	33 Dave Bluett	Southern		12.8		
	34 Tom Hardie	RAF Moray Eagles	18.4		12.7	
	35 = John Clarke	Peak Dist.	20.1	15.6	9.9	15.
	35 = Angus Pinkerton	Lanarkshire		22.9	10.9	15.
	37 Mick Pollard	Described.		33.8		14.
	38 Dave Bryant 39 Ian Rawson	Pennine Pennine	43.0 15.1	92	18.4	14.
	40 Carl Tonks	W.Counties		11.2		
	41 Nick Stansfield	Dales		27.1	-	14.
	42 Richard Armstrong	Lanarkshire		20.2	6.3	13.
	43 Mike Hibbit	Thames Valley		12.4		12.
	44 Len Hull	Sheffield		18.8	7.9	11.
	45 Dave Wood	South West Wales	6.4		16.8	9.
	46 = Judy Leden	Southern		13.2	6.6	9.
	46 = Joseph Cullen	Lanarkshire		7.4	9.7	
	48 Richard Flaherty	G.Cayley	20.0	6.7		8.
	49 P.J. Mason 50 Natalie Wilson	W.Counties Sky Surfers	8.3	15.0 6.6	0.2	
	51 Paul Witty	G.Cayley		13.4	9.3	8.
	52Colin Graham	W.Counties	10.0			7.
	53John Hartman	Sheffield	7.1	7.8	8.0	7.
	54 Dave Catanach	G.Cayley		10.2	0.0	7.
	55 Robin Smith	Aberdeen	8.8	7.3	6.1	7.
	56 John Wilkins	Dales	8.6	12.5		7.
	57 Jenny Ganderton	Dunstable	20.6			6.
	58 Ian Currer	-	13.9	6.0		6.
	59 Digby Rulf	Dales	11.9	6.9		6.
	60 Angelo D. Theodorakis	Northumbria	18.7		8	6.
	61 = Dave Cheeson	Ch -40-14	10.0	7.7		5.
	61 = Clifford Foster	Sheffield	17.8			5.
	63 Bruce Goldsmith 64 Pete Maclennan	Dales	17.0 16.0			5.
	65 Nick Goodyear	G.Cayley	15.6			5.
	66 John Higham	Sheffield	14.9		3.00	5.
	67 Malcolm Clee	Sky Surfers	14.4		100	4.
	68 Graeme Baird	Dunstable	12.4			4.
	69 Mark Dale	G.Cayley	11.9			4.
	70 Neil Clark	Loughborough	8.6			2.
	71 Alan Davies	Loughborough	8.4	+	-	2.1
	72 John Hewitt	Southern	8.1			2.

PEAK HANG GLIDING Ltd. and MICROSTAR INTERNATIONAL

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MICROSTAR

Microlight Aircraft designed by Hans Gygax.

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Towing

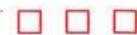
TOWING accidents are still happening, writes Airworthiness officer CLIVE SMITH. They always involve small isolated groups who have taken no trouble to avail themselves of current BHGA recommendations, nor contact approved authorities. A little knowledge is dangerous DON'T DO IT. The information contained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

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

The BHGA has taken a very cautious

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

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



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

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

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

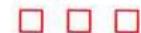


Earlier this year I was tasked with producing a set of "standards and requirements" for current towing practice, such that individual towing groups within the BHGA could be approved and thus automatically covered by the BHGA's third party liability cover for all flying members.

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

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

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



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

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

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







Airworthiness

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

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

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

protective coat, IF the part is still serviceable.

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

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

Booms:— wing bolt and keelplate bolt HOLES (elongation).

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

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

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

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

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

Sail: attachment points and setting (particularly keel).

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

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

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

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

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

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

TRI-FIYER

MAGIC PERFORMANCE!

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

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



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

BASIC SPECIFICATIONS

Engine ROBIN single cylinder 2 stroke 250 cc

H.P. 18 h.p. at 6000 r.p.m.

Thrust 125 lbs min.

54" x 27" - other options available for climb,

Weight 96 lbs

Materials HT-30 TF seamless tube, aircraft bolts etc.

Fuel

Prop

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DEALERS INVITED

Donny's incredible journey

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

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

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

Up till then my efforts had been rubbish!

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

the last one I was beginning to wonder my self!

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

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



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

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

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

Date Site

are the best in the world.

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

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

TATE (IN BRIDE) GRADUTS,

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

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

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

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

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

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

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

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

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

fantastic hospitality from Andrew and Natalie.

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

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

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

We arrived two hours before the first briefing.



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

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

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





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Weekdays, phone Bradford 308511 NOT before 2pm Mondays or 10am Tuesdays

DECEMBER DEADLINES Feature copy, November 20 News copy, November 27

Late news, November 30

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

The Editor reserves the right to edit contributions where necessary.

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

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

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THEREOF) OR PERMANENT TOTAL DISABILITY

Capital Sum Benefit

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